CBW

Number One
For PSV Professionals

COACH AND BUS WEEK 16 February 2006 **Issue 717** £2.50

Buy and sell your vehicles online at cbwnet.co.uk

THIS WEEK

Tragedy

Coach firm in mourning as driver is killed in German crash **page 4**

Buy-outs

Arriva snaps up MK Metro while Stagecoach buys Glyn Williams
pages 7 and 8

Hi-tech spec

DVDs, mp3s, wireless internet... Bova's amazing Infotainment Express
page 24

Top man

We meet Peter Dew of Top Line Travel
page 28

Centro of attention

Plaxton launches Centro as new bus factory opens its doors
page 16

FREE! Out+About magazine inside

On the road to a safe and secure future. Mercedes-Benz Buses and Coaches.

Isn't it time you took stock?

▶ **With the deadline of 1st May looming, time is rapidly running out for operators to avoid the added expense of digital tachographs.**

Mercedes-Benz has the ideal solution, with a selection of Touro touring coaches available ex stock for immediate delivery.

Available in a range of specifications, each Touro is an integral Mercedes-Benz vehicle providing the operator with a superior level of equipment, all topped off with the famous three-pointed star.

And once on the road, all Touros come with a three-year warranty and are supported by our comprehensive Omniplus aftersales service, offering parts, service and training through our extending service network.

For more information, telephone EvoBus (UK) Ltd on 024 7662 6000.

Mercedes-Benz

EvoBus (UK) Ltd, Ashcroft Way, Cross Point Business Park, Coventry CV2 2TU
www.evobus.co.uk

CBW

COACH AND BUS WEEK
is published by Rouncy Media,
First Floor, 3 The Office Village,
Cygnet Park, Hampton,
Peterborough PE7 8FD

Switchboard 01733 293240
Fax 01733 293241
Web www.cbwnet.co.uk

EDITORIAL

Editor Mark Williams
01733 293243, mob 07738 542826
mark.williams@rouncymedia.co.uk
Technical and Minibus Editor
Martin Cole 01733 293245,
mob 07885 692144
martin.cole@rouncymedia.co.uk
News Editor Andrew Peace
01733 293244
andrew.peace@rouncymedia.co.uk
Chief Sub Editor Jack Thorpe
01733 293482
jack.thorpe@rouncymedia.co.uk
Designer Louise Sayer
01733 293240
louise.sayer@rouncymedia.co.uk
Office Manager Jacqui Grobler
01733 293240
jacqui.grobler@rouncymedia.co.uk

CONTRIBUTORS

Gabriel Conway (Eire) 0879 222070
Andrew Jarosz (North) 01132 566505
William Golden (Tourism)
william.golden@virgin.net

ADVERTISING

Advertising Manager
Kirsty Flatt 01733 293246
kirsty.flatt@rouncymedia.co.uk

Display Sales
Gary Kemp 01733 293247
gary.kemp@rouncymedia.co.uk

Classified Sales
Beth Foster 01733 293480
beth.foster@rouncymedia.co.uk

James Walton 01733 293249
james.walton@rouncymedia.co.uk

PUBLISHING

Director Derek Phillips 01733 293240
derek.phillips@rouncymedia.co.uk

Director Andy Sutcliffe 01733 293242
andrew.sutcliffe@rouncymedia.co.uk

Publisher Stephen Curtis
01733 293240
stephen.curtis@rouncymedia.co.uk

SUBSCRIPTIONS

UK 0870 830 4969
Overseas + 44 1858 438782

CBW Subscriptions, Tower House,
Sovereign Park, Market Harborough,
Leics. LE16 9EF

Full annual subscription rate for 51 issues:
UK £69, Europe/Eire £115, USA and rest of
the world £140

www.cbwnet.co.uk

Printed by: William Gibbons & Sons

© 2006 Rouncy Media Ltd. No part of this publication may be reproduced, stored in a retrieval or transmitted in any form or system or in any means without the written permission of the directors or editor. This is considered a breach of copyright and action will be taken where this occurs. This magazine must not be lent, sold, hired or otherwise disposed of in a mutilated condition or in any authorised cover by way, or by trade, or annexed to any publication or advertising matter without first obtaining written permission from the directors. Rouncy Media Ltd cannot accept responsibility for unsolicited manuscripts, photographs or other material.

Printed by William Gibbons

Spinning out of control

The national media occasionally spins so excessively it is in danger of taking off for another planet - and never more so than after the weekend's 'coach crash'.

I have placed that phrase in inverted commas for a reason, for no matter which other vehicles are involved, only the coach gets any attention. The fact that the awful accident near Cologne began when a truck ploughed into the back of a coach was relegated to the sixth paragraph in many versions of the story, and not mentioned at all on some radio reports.

'Never let the facts get in the way of a good story' goes the advice allegedly given to hacks, and this was taken to heart by the national media. Any life lost is a tragedy, but the fact that, of almost 100 passengers, only three died and 30 sustained only superficial injuries is testament to the quality of the two coaches, one a time-served Neoplan Skyliner.

Our thoughts go out to the relatives, friends and colleagues of those who lost their lives, including the courier aboard Ambassador's vehicle. But perhaps the greatest tragedy of all is that the national press never misses an opportunity - amid the relative carnage of 30 dead car passengers a week - to infer that coach passengers are in some way at a special risk.

■ If you don't take part in the London LEZ consultation currently underway, you could find that it is no longer feasible to run theatre trips to London.

Looking forward four years to 2010, do you think you could bring all your touring vehicles up to Euro IV - a standard which isn't even available until the end of this year? That the zone will happen is a certainty, but that the dates are realistic and standards chosen are feasible is not.

The on-line consultation first asks whether our customers want better air quality. Had the question been: 'Do you want to pay £5 more for every coach trip into London?' Then the answers would be very different.

Mark Williams

Mark Williams
Editor

Coach and Bus Week is a supporter of the following organisations:

COACH TOURISM COUNCIL
Promoting Travel and Tourism by Coach

ABC

British Travel Trade Fair
1-2 March 2006
NEC, Birmingham

cpt

recycle
When you have finished with this magazine please recycle it.

Contents

Kent update
Operators prepare to do battle over school contracts **page 4**

City News
Arriva swoops for MK Metro **page 7**

Takeover
Stagecoach buys Glyn Williams **page 8**

Irish News
Gabriel Conway brings you the latest from Ireland **page 15**

New Centro
Hot on the heels of the Primo, Plaxton unveils its new star **page 16**

Technology
We climb aboard the Bova Infotainment Express **page 24**

Profile
Peter Dew of Top Line Travel **page 28**

Regulars

News	4
Regional News	12
Legal news	20
Archer	22
Inbox	23
Deliveries	35
Products	38
People	46

Kent battle lines drawn

Operators call meeting to discuss county's school contracts tender row

Mark Williams, editor

Kent operators are predicting a big turnout for a meeting to discuss the county council's "unworkable" school contracts.

It is believed that operators will be told at the meeting, on February 28, that no insurer will meet the liability detailed under the terms of the new Kent County Council (KCC) conditions of tender issued last autumn, and that as such, all current operators on home-to-school contracts could be in breach of contract.

It has been revealed that Sevenoaks District Council's operating arm had made a short-term arrangement to run contracts for KCC last year but at a meeting with its insurers was told it could not stay within the terms and conditions, so handed the contracts back.

Since operators first met to discuss the detail of the new rules last year, Kent operations expert Brian Hirst has written, on behalf of the Kent Bus and Coach Operators' Group, to KCC to highlight their concerns. But the reply from the council's school transport manager Tim Edwards - almost a month later - said the contract document contained only "minor changes" and was not open to negotiation.

Additionally, Mr Edwards asked Mr Hirst to confirm that his request had the backing of the 15 operators represented at the meeting, and for Mr Hirst to supply their names "so that we can fully satisfy ourselves that they fully understand any future tenders submitted by them are wholly in accordance with our terms and conditions."

Asked for detailed accounts of its Passenger Services division, Kent County Council has again reiterated its opinion that disclosure would allow operators to undercut its price, or lead to "price fixing." The council does not explain how, as alleged, having its prices undercut by commercial operators is "against the public interest."

Meanwhile, Kent County Council has applied for five O Licences for its wholly-owned Aylesford recruitment agency Kent Top Temps Ltd, trading as Kent Top Travel, using an operating base at Beddow Way in Aylesford.

■ The meeting of the Kent Bus and Coach Operators Group will be held on Tuesday February 28 at 1930hrs. It will be in the upstairs meeting room of The Bush, Rochester Road, Aylesford, Near Maidstone. Organisers say all operators based or running in Kent are welcome to attend.

The aftermath of the crash in Germany which killed three people, including Ambassador Travel driver Ronald Lees

Firm mourns driver after German crash

Operators are asking if there are any lessons to be learned from the horrific coach crash in Germany at the weekend.

The accident happened at 0240hrs on Sunday morning. A GT International Neoplan Skyliner, contracted to Westway Travel of London, suffered a puncture on the A4 motorway, south-west of Cologne.

While at the roadside it was hit by a lorry. A passing Ambassador Travel coach, on a similar school skiing trip to the first coach, was unable to avoid the accident.

The Ambassador Travel vehicle's co-driver, Ronald Lees, 69, was killed as were two passengers on the GT International vehicle, 14-year-old Stuart Dines and Jane Irving, 53.

Mike Pleasants, Ambassador Travel's deputy operations manager told *CBW*, "We have lost a dear friend. He had been with us for a long, long time - originally as a full time driver for between 15-20 years, more latterly as a casual, part time driver."

There is no doubt that the driver of the first coach followed correct procedure after suffering a puncture. As per Driving Standards Agency advice the passengers remained on the vehicle and the driver immediately called the recovery service. Contrary to some reports he did not attempt to change the wheel himself, but did, according to a spokesman, take out the spare wheel to save time when the recovery service arrived.

But operators have contacted *CBW* asking whether part of the tragedy could have been averted if the passengers on the GT coach had been waiting away from the vehicle at the side of the road, as car passengers are advised to do under similar circumstances. The coach was waiting for the recovery service for around 45 minutes after the puncture happened.

There were 53 people on board the GT vehicle at the time of the accident, including the drivers and six members of school staff. The Ambassador vehicle was carrying 36 pupils and five staff. German authorities say 108 people were involved in the accident and 28 were hurt, four seriously.

UK Travel Solutions: operators open floodgates

Coach-booking company UK Travel Solutions is facing a backlash of complaints about late payment, and the wrath of the Olympics 2012 team.

The Blackpool-based internet company which sub-contracts operators for its work was exclusively highlighted last week in *CBW* as having a back-log of hire payments and £46,000 unsatisfied County Court Judgements.

Now, five more operators have told *CBW* they are owed money, and the London 2012 Bid team say their legal department is to challenge UK Travel Solutions' use of the Olympic logo, which appears with a claim that it is linked with the London 2012 bid team.

Regal Travel of Edgware hasn't been paid for £3,700 worth of work done last summer: "I'm considering issuing a winding-up order on principle - I haven't taken out a CCJ because the queue is long enough already," said operator Martin Glickman.

"I'm told that three UKTS directors left last year, and Companies House says it hasn't filed accounts for two years."

"I think we might have to swallow the pill," said Tom Stanhope of Byeways Coaches of Huntingdon. "I took out a CCJ to get back £175 at Christmas - it was £30 and very easy to do - but I'll have to pay another £55 to enforce it. I'm still wondering whether it's worth it."

Neil Hitchins at Ridgeway Coaches of Oxford said he is still owed more than £600 for two jobs last September, while Andrew Miller at Andrews Coaches of Cambridge said: "I knew they had one or two CCJs at the time but I gave them the benefit of the doubt. The contract made them look very professional. Then very quickly they had 13 CCJs. I'm now thinking about paying them a visit."

One Devon company owed £500 plus court costs finally got a cheque signed by UKTS' group financial controller Christine Clarke.... but for £500 and no costs: "It's been a real pain," said the company, which wanted to remain anonymous.

A letter to *CBW* from London 2012 Bid says UKTS were not an official sponsor and do not have permission to use the Olympic logo: "The matter has been referred to our legal department, who will take appropriate action," said a spokeswoman.

LEZ fightback gathers pace

Operators are hitting out against the Transport for London Low Emission Zone (LEZ) which proposes a £200-a-day fee and Euro IV compliance by 2010.

Now in its final consultation phase, the architects of the LEZ are now suggesting Euro III particulate emissions as a minimum from 2008, with a hefty charge for non-compliant coaches, but then a swingeing Euro IV compliance just two years later.

"The whole thing is biased," said Mark Anderson of Anderson Travel, London. "It starts by asking 'Do you want cleaner air?' and it's pretty obvious that the answer's going to be yes. It's not done professionally.

"It's ridiculous to expect everyone to replace their fleet within two years of Euro IV vehicles becoming available."

Another operator warned that London will be used as the model for other LEZs and getting it right this time will be essential: "So far we've been seen as an easy target," said Stephen Skinner, partner in Skinners of Oxted. "Only 20% of the PM10 particulate emissions are ours, but we are seen as a soft touch."

- The consultation documents are available online at: *www.tfl.gov.uk/tfl/low-emission-zone/consultation.asp*
- An online questionnaire can be accessed at: *www.tfl.gov.uk/tfl/low-emission-zone/business-questionnaire.asp*

Photo: Johnny Green/PA/WPA Rota.

Chancellor Gordon Brown stands in front of a No 30 bus with Lyn Brown MP and bus driver George Psaradakis, during a visit to the Stagecoach bus depot in Hackney, east London on Monday.

Mr Psaradakis was the driver of the No.30 bus targeted during the July 7 attacks of last year. Mr Brown, referring to recent extreme protests over the publication of the cartoons of the prophet Muhammad, said that no one should be allowed to celebrate the London terror attacks "and walk away from the consequences".

Plaxton starts bus line with Centro

PLAXTON'S first new large bus since 2001, the Centro, was launched last week in its new £1.5 million factory extension.

A joint project with Arriva Bus & Coach of Cleckheaton, the first 30 Centros off the line will have VDL SB120 and SB200 chassis, though Plaxton has lined up Volvo B7RLE and MAN's 14.220 for later production models.

■ See pages 16-19 for more.

Briefly

The DfT says it will not reconsider the Kickstart Grant it awarded to Arriva in Northumbria ('Kickstart Controversy', *CBW*, Feb 9). A DfT spokesperson says, "In the DfT's view the Arriva scheme did fulfil Kickstart requirements. It is being supported with DfT funding because it delivers value for money in providing a higher frequency of service than is provided by existing services, with a better quality of vehicle and an additional service to Widdrington Station. These service improvements would not be possible without the Kickstart Grant. We will not be reviewing the case." *CBW* hears that Northumberland County Council told the DfT that Arriva's service would only "marginally" affect existing services.

The South Gloucestershire Bus and Coach company was reportedly subject to a winding up petition by its insurers Singer and Friedlander in the High Court last week. Nobody at South Gloucs was nobody available to comment when *CBW* rang this week. Full story next week.

Megabus passenger numbers from the Broxden Park and Ride site in Perth have jumped 40% in the last year, equating to 40 new customers a day says the company. Stagecoach research shows that a third of these customers previously travelled by car. Brian Souter says the site's increasing popularity is down to the "cost, convenience and environmental benefits of using a Park and Ride site".

Six people were killed and three seriously injured in a crash involving a minibus and two lorries in Lincolnshire on Tuesday. The accident happened at 0500hrs on the A52 between Sedgebrook and Bottesford. Police say the minibus was overtaking a vehicle when it crashed head on into a lorry. A second lorry then crashed into the back of the first. Five men in the minibus and the driver of the first lorry were killed.

Stagecoach's £50m bus order

Euro IV buses among massive shopping list

Stagecoach has announced a 464 vehicle order totalling £50m.

The buses, targeted particularly at Stagecoach's recent acquisitions, include some Euro IV orders, and will be delivered between April 2006 and the end of February 2007. As only five of the buses concerned have been ordered with Euro IV engines, early delivery of the bulk of the order can be expected. All chassis registered after October 1 2006 must be Euro IV compliant.

Les Warneford, Managing Director of Stagecoach UK Bus, said: "We have pursued a highly successful organic growth strategy in the UK in recent years and we believe more people can be attracted to bus travel.

"We have expanded our UK bus operations with two significant acquisitions in the last 12 months and we are committed to focusing on investment, innovation and effective marketing to drive further growth.

"This latest capital investment will deliver a more comfortable travelling experience for passengers, better environmental performance, improved reliability and help make public transport more attractive to car users."

Stagecoach has spread its order among vehicle manufacturers Alexander Dennis, Optare, Plaxton and Volvo. Between them they will supply a total of 13 single-deckers, 160 double-deckers, 165 midi-buses, 95 small buses and 31 coaches. They include:

- 30 Alexander Dennis Trident ALX400 double-deckers
- 130 Alexander Dennis Trident Enviro 400 double-deckers
- 165 Alexander Dennis Dart Pointer midi-buses
- 13 Alexander Dennis Enviro 300 single-deckers
- 95 Optare Solo small buses
- 31 Plaxton Profile/Volvo B7R coaches

The key recipients of the new intake will be the newly-acquired Yorkshire Traction group operations in Yorkshire, Lincolnshire and Tayside.

Among the single-deck order, five of the Enviro 300s will be equipped with low-emission Euro IV specification engines. The remainder of the order all feature Euro III engines which run on conventional low-sulphur diesel, and are equipped with modern heating and ventilation.

Stagecoach has ordered 130 Alexander Dennis Enviro 400s

Choosing 130 of the new Enviro 400 double-deckers will give a major boost to the redesigned ALX 400 package and return some of the much missed seating capacity that afflicts most current lowfloor double-decker models. It will also serve to support a continuous flow-line through the production plants at Guildford and Falkirk.

From striking motor to stealth bomber

Ellisons Travel in St Helens borrowed the new Neoplan Starliner for a few days when it came to the UK in January, to show to its Football Club clients.

All of them - Liverpool, Tottenham, Arsenal and, new this season, Chelsea - wanted one, despite Chelsea's purpose-built team coach being only a month old.

On the ball: the new Starliner

"The previous model was a striking motor," Ellisons managing director Andrew Magowan told *CBW*, "But the new one is a stealth bomber. We only showed it to the teams so they could see what was coming up, but they all wanted one, straightaway! They want the best - to feel like they have already won the game before they even get off the coach, it's total power dressing."

Ellisons' order will arrive by the end of the year, amongst 20 orders for the new model taken by Mentor Coach and Bus in Rotherham.

Brum bus lane threat

Birmingham councillors are being accused of planning to permanently abolish a major bus lane in the city.

CBW reported last year that the city council seemed reluctant to lift the suspension of the lane on the Tyburn Road after roadworks were completed.

Now the council has reportedly applied for a permanent traffic regulation order to have the bus lane removed from March 18 - prior to major roadworks on the M6 - without making any commitment to having the lane reinstated.

A spokesman for Transport 2000 said: "This development is disappointing and will leave the long suffering passengers on the number 67 route standing like a bride jilted at the altar.

"The city council leadership is quick to snipe at bus companies when they run poor services but when measures are put in place by operators to improve the quality of bus travel the city fails to keep its side of the bargain."

A council spokeswoman said: "There is no plan to permanently remove the bus lane. It will remain suspended until the results of the consultation on a multiple-occupancy lane are known."

Magic Floor for Plaxton

Plaxton showed off its own version of wheelchair accessibility via PLS's Magic Floor lift - as fitted to the National Express Caetano Levante - at Scarborough last week. The lift is being specified by operators and some, including Woottens of Chesham, have specified the wide entrance and step configuration to allow the lift to be retrofitted for second-life use.

Arriva swoops on MK bus operator

Arriva has bought the parent company of MK Metro, for a net price of £5.6m. It bought Premier Bus for £6.8m, less £1.2m inherited cash.

MK Metro has been running services in Milton Keynes since 1997 and now operates 20 services, a mixture of commercial and tendered, in the city, in Bedfordshire and Northamptonshire. It has 260 employees, 120 vehicles and in 2005 reported an annual turnover of £8.6m.

Mike Cooper, managing director of Arriva UK Regions, says: "This acquisition gives Arriva a good opportunity to expand our presence in the South of England. Milton Keynes' population is set to expand over the next five years, giving us strong growth prospects." Arriva currently operates over 1,400 buses from 24 locations outside London.

MK Metro is well known in the city for its innovative approach to marketing its services - its recent 'Bustin'' poster advertising campaign showed pictures of young, trendy people using buses. Milton Keynes is a challenging environment for bus operators as it was built on a grid system to facilitate car use.

The previous directors of the business, Julian Peddle and Yvonne Newey, were not available for comment as *CBW* went to press.

MK Metro has been snapped up by Arriva

The bus which caused the alarm

City bomb scare

The London Stockmarket wobbled slightly on Monday after rumours of another bus bomb swept the City of London.

In fact, the blast was caused by an Arriva decker in Tottenham, north London crashing into a tree, ripping the roof off. The two passengers on the upper deck were unharmed although the driver was taken to hospital suffering from shock.

Rotala's £1.5m plan

Rotala released an update on its plan to raise £1.5m (announced on January 18) by issuing more shares in the company. Full details will be released once the placing is completed in early March, but the price is expected to be 1.5p, a discount of 20% to the mid-market price on close of business on February 7, 2006. The directors say the placing is necessary to "secure the financial position of the company going forward", and will underwrite up to £600,000 themselves.

Arriva 'target' warning

American broker Merril Lynch says Arriva is one of the most likely UK bus and train operators to fall victim to a leveraged takeover. It says private equity buyers may be attracted by under-leveraged balance sheets and stable cashflow now that the first round of rail re-franchising is complete. Arriva's shares rose 7.5p on the news.

A week in the City

COMPANY	LISTING	YEAR HIGH	YEAR LOW	CLOSE FEB 14	WKS MOVEMENT
First	LSE	426p	311p	407.5p	+6.5p
Arriva	LSE	612.5p	505p	612.5p	+25p
Stagecoach	LSE	123p	101p	115p	+3p
Go-Ahead	LSE	1839p	1220p	1839p	+50p
National Express Group	LSE	937p	790p	884.5p	+19.5p
Rotala	AIM	8.75p	1.5p	8.75p	no change
Dunn-Line	AIM	5.25p	1.875p	3.625p	-0.313p
Tellings Golden Miller	AIM	128.5p	30p	30p	no change

- **Go Ahead will announce its interim results for the six months ended December 31, 2005 tomorrow (Friday).**
- **National Express Group will announce its interim results for the year ended December 31, 2005 on Thursday, March 9.**

Keep your coaches up to date!
Genuine replacement mirrors or retro-fit kits for older vehicles...
These ORIGINAL WILKE mirrors are supplied to most manufacturers as original equipment. Retrofit kits are also available to enhance the appearance of older vehicles
Ring us for our latest special offer prices
NEOPLAN • BOVA
VAN HOOL • BEULAS
HISPANO • PLAXTON
BERKHOF • NOGE
IRIZAR
Easy to fit retro-kits include brackets and wiring etc.
HEAVY DUTY PARTS LIMITED
01427 881109
The Genuine Alternative
Next day delivery is free* on orders over £100
(*UK Mainland Only)

Stagecoach buys Glyn Williams

Welsh operator snapped up by bus giant despite weeks of denials

After weeks of denials, the sale of South Wales bus operator Glyn Williams Travel to Stagecoach has finally been announced.

The deal was sealed at the end of last week (Friday, February 10). Neither of the parties will disclose the price paid, but the business turns over around £2.5m, has 29 vehicles and 50 employees.

The business will be incorporated into Stagecoach South Wales with immediate effect.

A spokesman for Stagecoach told *CBW*, "We are already a major operator is South Wales and this acquisition complements our existing businesses in the area, it's a good fit in terms of the areas that it covers."

Glyn Williams himself stepped aside immediately the sale was confirmed. Ian MacDonald, operations manager at Glyn Williams Travel, told *CBW*, "Broadly speaking Glyn has several irons in the fire (including a marina on the River Severn). He's been running the business since 1973 and doing it successfully and when a suitable offer was made Glyn decided to accept it."

The negotiations were apparently a protracted business – the transaction took 105 days according to MacDonald. Glyn Williams had earlier denied to *CBW* that the sale was taking place.

The family-owned business based in Pontllanfraith, South Wales has been trading since 1973. It runs some tendered work, but primarily runs commercial bus services along the valleys to Newport and Cardiff through the towns Brynmawr, Tredegar and Risca.

Operators want holiday firm revolt over hire rates

Operators generally are unhappy with the rates being paid by holiday companies and say that until operators stop accepting these rates out of panic then the rates will not increase.

CBW has seen rate sheets from two holiday companies which peg daily rates at around £230 for the UK, and £260 in Europe. This compares with typical operator daily charges of around £380 for the UK, and £425 for Europe.

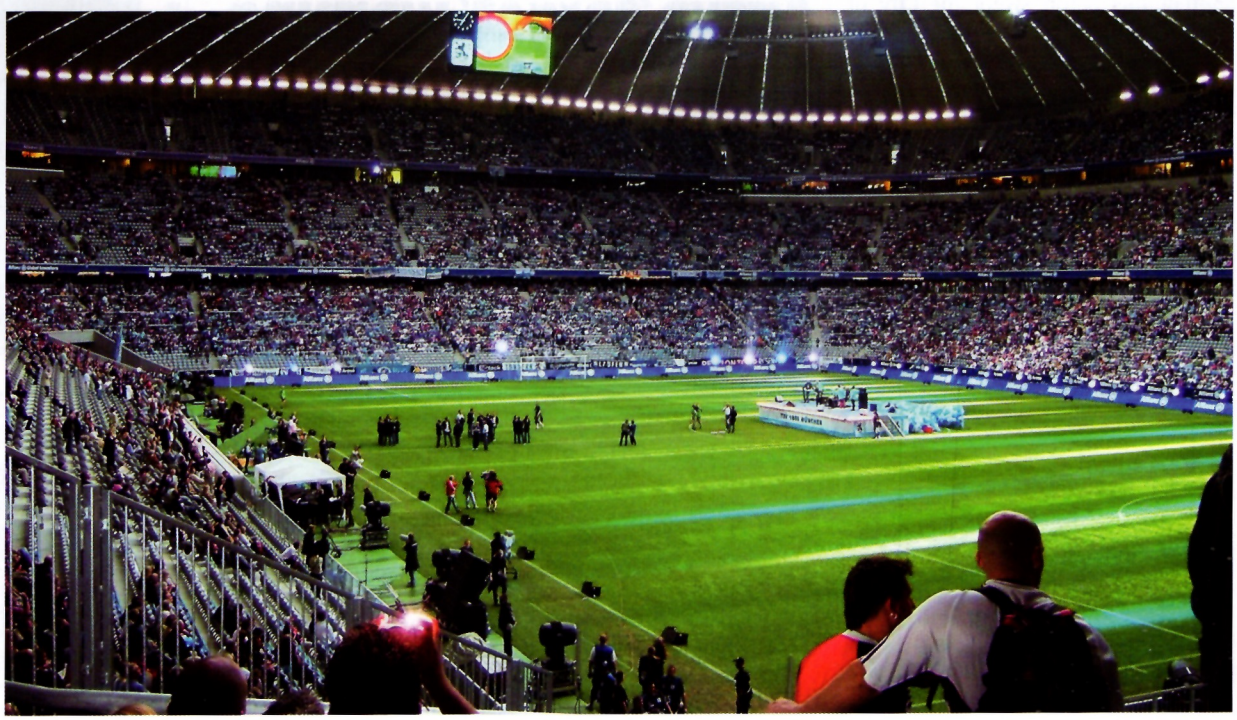
One operator told *CBW*, "I don't blame these companies paying these rates, the problem is operators who are prepared to accept them.

"The industry has got it the wrong way round – taking on huge loans to pay for expensive vehicles and then having to keep them busy, at any cost. But they are risking their businesses accepting rates like these – you cannot pay for the driver, the fuel, insurance etc, and make a profit out of work like this. Operators prepared to work for these rates are putting the whole industry at risk. We need to shift the focus on to the quality of the service we offer, not the price."

Another operator echoed this opinion, saying: "These rates are just taking the mickey now. Who works for this money? The fees I've been quoted on some jobs barely pay the driver's wages, never mind anything else. And then they have the cheek to demand vehicles of a certain age and standard. I just do not see how people can run a business on money like this. But while some people are prepared to accept money like this things will not change – people need to make a stand, and refuse work at these silly prices. If everybody did it we'd soon see the rates go up."

■ We know many operators share these views, but what to do about it? Is a National Union of Coach Operators the answer? E-mail *cbwinbox@rouncymedia.co.uk*

Are you planning trips to the World Cup in Germany this summer? If so, the RDA, the International Coach Tourism Federation, would like to hear from you. It is carrying out a survey of international coach operators' parking space requirements in advance of the tournament in June. The fax-back form is available for download at *www.cbwnet.co.uk*. Right, the amazing Allianz-Arena in Munich.



Traffic commissioner's change of heart

North West traffic commissioner Beverley Bell has revised her thinking on the case of Gracedown Ltd trading as Hollins Travel of Bury. Following another public inquiry she has decided to grant a new licence to the operator.

Hollins Travel of Bury had intended to lodge an appeal against the revocation of its operator licence, following a two-part public inquiry held in July and October (*CBW*, December 22).

A written decision from Mrs Bell revoked the licence for Craig Jones trading as Hollins Travel from January 15, and refused to grant a new licence to Gracedown Ltd. trading as Hollins Travel.

Mrs Bell said the operator had breached undertakings on five separate counts, attracted several prohibitions, had four unsatisfactory maintenance investigations, and failed to respond adequately to warning letters. She said that she had already indicated that the licence should come to an end.

A new public inquiry was held on January 24 to consider a new operator's licence application in the name of the limited company.

In a written decision, Mr Bell said she would not reconsider her decision to revoke the licence of Craig Jones, but after having carefully considered all the evidence presented to her, she would grant the application by Gracedown subject to three conditions.

Mrs Bell insisted that Mr Jones' parents should make a capital payment into the business account of £15,000, that all the company's vehicles be subject to safety inspections every six weeks and that these intervals shall never be exceeded, save in the most exceptional of circumstances, and that the nil driver defect reporting system be maintained.

In addition the traffic commissioner asked VOSA to carry out a licence re-appraisal in approximately six months.

Fares scheme a 'farcical mess'

Bus Users UK says the Concessionary Travel scheme is turning into a "farcical mess" that will leave some pensioners paying more for bus journeys.

It says that since the scheme in England only applies within unitary authorities - unless the county council has negotiated a countywide scheme, and may have not - that free travel will only apply to these boundaries, after which the full fare will become payable.

The CT scheme will replace existing half-price concessionary schemes from April 1.

Bus Users UK chairman Gavin Booth said: "I'm sure English pensioners will be expecting to make all or most of their journeys for free from April 1.

"Whilst some will be able to use the free concession for most of their travel, others will find the concession next to useless. And there will be cases where they used to get the trip in the neighbouring borough for half fare, but will have to pay full fare after April 1.

"It is a very poorly thought out scheme and will lead to much greater inequalities than we see at present.

"We are also concerned that the scheme is under-funded," he added. "We can foresee bus operators having to cut some marginal bus services because they are not being recompensed properly for carrying pensioners for free."

Bus Users UK is calling on government to introduce an all-England scheme, similar to the scheme running in Wales, and just about to start in Scotland.

World

Phase One of what will eventually become the largest bus and coach factory in the world is due to be completed in China next month. Built at a cost of £12m, the Jinlong Automobile Co, will initially churn out 6,000 units a year, but will build up to 13,000 units a year by 2010. The factory will produce 7m to 13.7m long vehicles. Large coaches will account for 60% of the total output while minibuses will account for the remainder of production.

An inquest in Folk Hall, Yorkshire, has heard that the coach crash in Jordan in October 2004 that killed nine Britons was caused by a defective tyre. The passengers were killed after the coach slewed into the path of a lorry after a tyre burst. This was just minutes after another defective tyre had been replaced at a roadside garage. After the accident all the tyres on the vehicle were found to be excessively worn and damaged.

As we went to press the Transport and General Workers Union was holding a demonstration at the Iranian Embassy in Knightsbridge, London, against the imprisonment of bus workers in Tehran (see *CBW* 716).

Marcopolo Portugal, based in Coimbra, has sold two more specially converted Allegro K buses to New Caledonia, an island in the South Pacific. The Allegro K, above, is based on the Mercedes-Benz Atego 12.23 chassis at 9.8m, with fixed seats for 38, plus 9 that fold into the aisle. The picturesque island already has 60 of the vehicles. Coimbra also produces the Allegro SE, a commuter bus version.

Giants show QC interest

One of 'Big Five' keen to get involved in Quality Contracts, says PTE

David Brown, South Yorkshire PTE

South Yorkshire PTE and Nexus have finished the first stage of their joint market consultation exercise into Quality Contracts and announced that 13 operators have expressed an interest.

At least one of the 13 is a Big Five UK operator although David Brown, passenger services director at SYPTE, will not name names. Another is an existing not-for-profit operator and the rest are apparently a cross section of small, medium and large operators, with experience in both regulated and non-regulated markets, from the UK, Europe and Asia.

Brown says he is delighted with the response the mock tender has brought. He is less happy that more of the big five have not come forward.

He told *CBW*: "We did engage in correspondence with all of them.

"It's a shame because they will miss out on the opportunity to shape our thinking. We will take on board all of the views of the operators involved. This exercise is about how best to achieve our bus strategy, which may or may not include Quality Contracts.

"Some of the big operators say they have problems with Quality Contracts, but sat on the sidelines they will have no influence at all."

The respondents will be presented with two sample networks, in Sheffield and South Tyneside, and asked to submit network proposals that take into account the range of issues in those areas - including service, vehicle and depot specification, staffing and fares.

This process will take eight weeks after which the information gathered will be used to inform SYPTE's and Nexus' next step, and will be shared with the other PTEs, and government.

January registrations very slow

Registration of new vehicles fell by 22.46% in January from 334 to 259 units.

Although the figure seems disappointing it comes after a very strong finish to 2005 and when viewed as part of the 12-month rolling total it equates to a very small growth of 0.5%.

Christopher Macgowan, SMMT chief executive, said: "We saw modest growth last year, particularly medium and heavy single deck buses and heavy coaches and expect some stability through 2006, though the introduction of digital tachographs and the Euro 4 emission standard may cause some distortions."

The rolling year total was 12,454 units. The SMMT believes bus and coach demand will continue to hold at around 12,500 rolling year units over coming months, though January bus and coach registrations dropped 5.8% to 716 units - including minibus registrations not shown in the table.

Despite mini bus registrations to 3.5t dipping since mid-2003, recent figures are more encouraging; they were up 3.0% for the three months to January.

All single deck buses were up 3.2% to 10,463 units for the rolling year to January. Over the previous quarter, single deck buses 8.5 to 13t and over 16t were up 8.3 and 1.4% respectively. Double deck bus registrations continue to recover slightly - a trend started in summer 2005. They were up 1.8 and 3.5% for the previous three and six months.

Rolling year coach registrations were at 1,104 in January, up 1.9% on the same period last year. The rolling year totals for coaches 3.5 to 16t and coaches above 16t were up 4.8% and 1.2% respectively.

OVERALL JANUARY REGISTRATIONS

COACH AND BUS REGISTRATIONS

Manufacturer	Jan 06	Jan 05	YTD 06	YTD 05
Alexander Dennis	54	39	54	39
Volvo Bus	38	126	38	126
Optare	34	30	34	30
MAN	27	5	27	5
VDL Bus	25	5	25	5
Scania	24	54	24	54
Mercedes-Benz	18	3	18	3
Irisbus	12	38	12	38
BMC	11	9	11	9
Bova	3	2	3	2
Transbus	0	4	0	4
Other imports	12	19	12	19
Other British	1	0		0
Total	259	334	259	334

COACH REGISTRATIONS

Manufacturer	Jan 06	Jan 05	YTD 06	YTD 05
Scania	24	23	24	23
Volvo Bus	18	23	18	23
Irisbus	9	16	9	16
Setra	8	3	8	3
Mercedes-Benz	5	2	5	2
Bova	3	2	3	2
Alexander Dennis	2	0	2	0
BMC	1	0	1	0
Caetano Toyota	1	7	1	7
MAN	1	0	1	0
Other imports	0	9	0	9
Total	72	85	72	85

BUS REGISTRATIONS

Manufacturer	Jan 06	Jan 05	YTD 06	YTD 05
Alexander Dennis	52	39	52	39
Optare	34	30	34	30
MAN	26	5	26	5
VDL Bus	25	5	25	5
Volvo Bus	20	103	20	103
Mercedes-Benz	14	1	14	1
BMC	10	9	0	9
Irisbus	3	22	3	22
Scania	0	31	0	31
Transbus	0	4	0	4
Other imports	2	0	2	0
Other British	1	0	1	0
Total	187	249	187	249

GMPTA wants more network control

GMPTA will make a formal response to last year's National Audit Office report, highlighting its Corridor Partnership initiative and calling for more controls over bus network design.

The NAO and the Audit Commission jointly published the 'Delivery Chain Analysis for Bus Services in England' report in December which contrasted the success of London's regulated bus system with declining patronage on the deregulated system outside the capital.

The GMPTA has considered the report and unanimously agreed with its findings.

GMPTA chairman Roger Jones said: "Notwithstanding those bus operators that do provide a good service in Greater Manchester, the current system is clearly not delivering the improvements to bus services passengers want.

"Whilst we shall continue to work with operators and highways authorities to improve the lot of bus passengers, including our Corridor Partnership approach, ultimately what we need is a greater balance of control over the delivery of services."

'Digital Tachographs'
Confused? Want to know more? Then why not attend one of our Road Transport Industry Seminars!

VOSA
Vehicle & Operator Services Agency

Content Includes:

- **Introduction of Digital Tachographs**
  - Mandatory dates
- **Card Issuing**
- **Operator Responsibilities**
  - Procedures
  - How to apply
  - Fleet management
  - Downloading data
  - Monitoring drivers hours records
  - Calibration
  - VOSA enforcement
- **Update on VOSA testing and enforcement matters**

Half day seminar:
£85 (inc. VAT) per person, including lunch.

The seminars are provided for the road transport industry and will be useful for anyone involved in the implementation of digital tachograph systems.

Locations

Scotland	
21/03/2006	Aberdeen
23/03/2006	Glasgow
23/05/2006	Edinburgh
North West	
28/03/2006	Carlisle
29/03/2006	Bolton
30/03/2006	Chester
North East	
04/04/2006	Newcastle
05/04/2006	Bradford
24/04/2006	Hull
25/04/2006	Sheffield
26/04/2006	Lincoln

East Anglia	
28/03/2006	Colchester
29/03/2006	Norwich
24/04/2006	Brentwood
23/05/2006	Cambridge
Wales	
06/04/2006	Swansea
24/05/2006	Cardiff
Midlands	
30/03/2006	Peterborough
06/04/2006	Leicester
10/05/2006	Oxford
11/05/2006	Birmingham
24/05/2006	Coventry
25/05/2006	Stafford
25/05/2006	Worcester
South East	
25/04/2006	Ashford
26/04/2006	Heathrow
09/05/2006	Gatwick
09/05/2006	Portsmouth
10/05/2006	Watford
11/05/2006	Reading
South West	
04/04/2006	Plymouth
05/04/2006	Bristol
23/05/2006	Exeter

For futher information please visit **www.transportoffice.gov.uk**

Call the Credit card hotline on:
01179 543 444 to secure your place

An executive agency of the Department for **Transport**

Regional News

CBW takes a look at the big issues where you live in our new round-up of the regions. If you've got a local issue you would like us to cover, contact Andrew Peace at andrew.peace@rouncymedia.co.uk

Marc Reddy, First NI managing director and Ray Peers, chief executive of Q-Park

N. IRELAND

First Group has gained a toe-hold in Northern Ireland. It has won a contract to operate a car park shuttle service at Belfast Airport, and has established a new operating company, First Northern Ireland, to service it.

First operates one company in the Irish Republic, Aircoach - dogged by rumours in recent months that the company would pull out of the country because of impossible competition from state-owned near monopoly Bus Eireann.

"This is an important move for us and sees us enter the Northern Ireland marketplace in an area where we have unrivalled experience and expertise," says Marc Reddy, managing director of First Northern Ireland and Aircoach.

CBW reported in November that Bus Eireann has apparently banned Aircoach from using its stops at Dublin Airport, meaning the company has to pick up and drop off in the open air, away from the terminal.

The contract at Belfast Airport (awarded by Q-Park) has already started, with First NI investing in three Wright's single deckers.

Dublin Bus is investigating using the joint Wrightbus/ First Group 'StreetCar' rapid transit vehicle in the city.

Dr John Lynch, chairman of the CIE group - which includes Bus Eireann, Dublin Bus and Iarnrod Eireann - visited the Wright Group factory in Ballymena, Northern Ireland last week. He took a test ride with William Wright, chairman of the Wright Group, and said he was "very impressed", adding, "I can see a potential role for StreetCar in Dublin as infrastructure develops over the next few years."

SCOTLAND

Only 400,000 out of the 1.1 million eligible have applied for the **Scottish Concessionary Travel** card so far. The Scottish scheme entitles the over 60s and the disabled unrestricted free bus travel on all scheduled services throughout the country. Research suggests 85% plan to make use of the concession which is predicted to cost £159m this year, and £163 in 2006/07. The scheme was launched in Edinburgh last week - ahead of its 1 April implementation date by transport minister Tavish Scott.

WALES

Tamsin Dunwoody AM, Welsh minister for economic development and transport, opens **Arriva North West and Wales'** new £1m garage on the Llandygai Industrial Estate in Bangor. It replaces the Beach Road depot in the city centre that was originally built in 1931.

Bob Hind, MD for Arriva North West and Wales, says, "This investment in Bangor clearly demonstrates our commitment to providing quality bus services in North Wales and providing a modern, safe and clean working environment for our employees. The development has resulted in the provision of a modern, efficient garage delivering over 30,000 passenger journeys each week - all done without any disruption to services for our customers."

The new depot houses 46 vehicles and employs 120 staff over all the disciplines. It features three new engineering bays, bus fuelling and washing facilities and purpose built office space.

NORTH

The Tyne and Wear Passenger Transport Authority last week unanimously approved the budget cuts proposed by **Nexus** in response to its Concessionary Travel scheme shortfall (see *CBW* 716).

PTA vice-chairman Joe Lawson says, "I am angry, frustrated and disappointed. The idea of free concessionary travel is an honourable one, but in its execution we have been left with a deficit which means some other areas of the country must have more than enough - and that is grossly unfair."

Mike Parker, director general of Nexus, says, "We are still exploring every possible route to secure extra funds, or find other ways of supporting Teen Travel and other initiatives."

The new coach drop-off point in **Chester** city centre will be highly environmentally-friendly.

The entire roof at the station in Little Roodee will be covered in low-growing and self-generating sedum plants which require very little care and are resistant to smoke, exhaust gas pollution, frost and wind. The roof will provide sound and heat insulation, attract wildlife and absorb nasties from the surrounding air.

Designed by architects Donald Insall Associates and built by Construction Design and Management, the new station replaces the old Delamere Street coach park and will be finished in the spring.

The nurse who grabbed the steering wheel of a decker after the driver collapsed is to receive an award for her bravery. Irene King of Haslingden, Lancs was a passenger on the **Burnley and Pendle** bus on the M60 last April

Briefly

Stagecoach's South Shields depot will celebrate its centenary on April 1 with an open day. The event will feature a display of buses from yesteryear, including the much-loved South Shields trolley buses, and a variety of stalls and guided tours. The local mayor will visit at 1200hrs to unveil a plaque in commemoration.

The ambitious Little Roodee station project

Briefly

Centro is planning a new £3.5m bus and coach station in Stourbridge. The present arrangements have been described as little more than a collection of bus stops, serving more than 35 routes and 600 buses a day. Centro says the improvements, are "urgently needed".

Swindon's Dial-a-Ride scheme has won a reprieve after a 700-signature petition was presented to councillors. The council had been threatening to cut its £300,000 annual grant by £100,000, but now the cut has been levelled at just £20,000.

Stratford Park and Ride has opened for business six months ahead of its official launch and is already reporting brisk business: over 3,500 people used the service in its first month.

A 17-year-old schoolboy died after colliding with a Metrobus Optare Solo in Kent last week. The driver plus four passengers were hurt, one seriously. The accident happened on the B2026 in Cowden at 10:30am and closed the road for six hours.

when the driver was suddenly taken ill. He tried to slow the bus on the hard shoulder but passed out before he could do so. Mrs King propped up the driver with her shoulder and steered the bus into the barrier to bring it to a halt. None of the 40 passengers on board were injured. She later said she thought she would be in trouble for damaging the bus. She will receive the Chief Constable of Manchester's award in Bury next week.

MIDLANDS

A mother whose son was badly hurt after falling from a top window of a decker school bus has launched a one-woman safety campaign and is gathering local support in **Leicester**.

Sonia Ferguson's son Rory, fell from the bus after fighting broke out last year. Although he has now made a full recovery, Sonia has launched her campaign after reading about the 83 pupils banned from school buses in Leicestershire in the past year.

She, and a growing band of mothers with similar tales to tell, is calling for council-funded wardens on school buses to ensure children's safety, and for single-deck buses to replace the traditional 'deckers.

LONDON

Metroline will be the first bus company to take up the Metropolitan Police BusBeat initiative - where any bus company employee can train to become a special constable and get the same powers as a regular police officer.

The scheme was launched on Monday at Metroline's Harrow Weald bus garage. Volunteers will give up eight hours of their spare time every fortnight to patrol buses, transport routes and bus stations.

The Met will liase with operators to make sure the recruits are evenly distributed according to local policing needs. Anybody wishing to take part in the scheme should be at least 18 ½ years old, of good character and health and be reasonably fit.

'Specials' will get free travel in London, although the organisers are stressing the benefits in terms of self-confidence, and maybe future job prospects. The volunteers will be trained by Metropolitan Police trainers in leadership and managing confrontation.

BusBeat is devised along the same lines as ShopWatch, a similar scheme that the Met labels a 'huge success' in the fight against retail crime. The Met says it is in talks with other operators to extend the scheme and expects more to join in the near future.

First Group's Moir Lockhead and senior traffic commissioner Philip Brown

SOUTH WEST

Senior traffic commissioner Philip Brown and Moir Lockhead, chief executive of **First Group**, opened the impressive new Bristol Bus and Coach Station last week.

Lockhead says, "Our vision is to transform travel and the new bus and coach station is part of that vision in Bristol. First has not only invested in this new facility, but also in 20 new vehicles on Bristol's service 75 and over £13.5m in new vehicles within Bath - many of which will serve Bristol's bus and coach station - and £3.5m in new buses for Somerset. I am delighted that this new state-of-the-art facility is now fully operational for all our customers."

Construction on the station, started in April 2004, is complete, but building on adjacent developments means some services still have to use temporary stops in nearby streets. The site should be fully operational by the summer.

Twenty-five out of a class of 30 Bristol school children are reportedly doing their school projects on bus fares after prices have risen by 40% in the last year.

The year 11 children have written to both **First** and their local MP protesting the increases - a return fare from Weston-Bristol now costs £5 - saying, "We do not need new buses, we do not need to travel in style, we just ask that buses are regularly cleaned and that bus drivers do not give an inappropriate grand inquisition as to whether we are the right ages or not."

Their teacher said: "The idea for the projects and the impetus for it came from them."

Roadworks

M9 Stenhousemuir
Until February 24: Lane closed and speed restriction of 40mph between J7 M876 (Kinnaird House) and J8 M876 (Hill Of Kinnaird)

M8 Renfrewshire
Until May 10: Slip road onto motorway closed and delays expected westbound at J27 A741 (Arkleston)

M8 Renfrewshire
Until May 10: Down to two lanes and speed restriction of 40 mph both ways between J27 A741 (Arkleston) and J29 A726 / A737 (St James)

A34 Lancaster Circus Tunnel, Birmingham
Until March 10: Tunnel closed both ways at A38 Corporation Street / A4400 James Watt Queensway

A12 Essex
Between 2200hrs and 0500hrs until March 25: One lane closed during the night both ways at B1002 (Junction 13 Ingatestone / Trueloves Interchange)

A1(M) Hertfordshire
Between 2000hrs and 0600hrs until May 14: Two lanes closed both ways between J6 A1000 / B656 / (Welwyn / Welwyn Garden City) and J7 A602 (Stevenage)

A39 Somerset
Until April 14: Road closed both ways between B3135 and A37

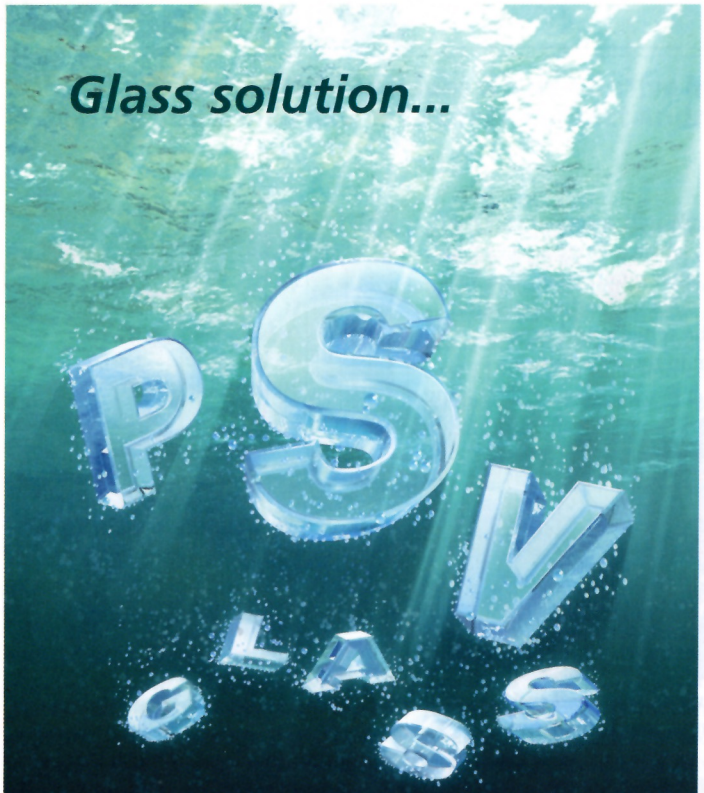
A38 Devon
Until March 10: Speed restriction of 40 mph both ways between Buckfastleigh and Lower Dean Junction

M5 Somerset
Until March 24: One lane closed and speed restriction of 50 mph due to roadworks on M5 both ways at J24 A38 (Bridgwater South)

M5 North Somerset
Until July 31: Speed restriction due to contraflow and long-term roadworks on M5 both ways between J19 A369 (Portishead) and J20 B3133 (Clevedon)

In association with
trafficlink
www.trafficlink.co.uk

Glass solution...



PSV GLASS actively seeks partnerships with customers who value mutually beneficial and effective working relationships.

We can offer glazing solutions to operators who fit their own glass.

We can provide training in all areas of glass installation.

We can offer advice and solutions for glass storage.

We can assist with the co-ordination of glass replacement during refurbishment and cascade projects.

We recognise that not all Operating Companies fit their own glass and we therefore aim to develop close service support arrangements with experienced and reliable glass installation companies.

We source products from all major OEM glass processors.

We stock windscreens, side glasses and framed units for almost every vehicle type and deliver nationwide.

It would be nice to think that there really was one place to go for all of your glass solutions.

There is, just call 01494 533131

PSV GLASS
BUS·COACH·RAIL

sales@psvglass.co.uk www.psvglass.co.uk

6 easy steps to anti-roll bar repair

Fast, economical, long lasting

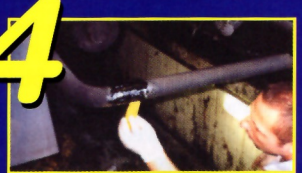
Eli-Flex is the simple, quick and cost-effective solution to worn anti-roll bars and bushes.
The product is suitable for use on all makes and models of HGV's, PSV's, minibuses etc. VOSA aware.
Eli-Flex needs no tools, equipment or training and can be applied in ten minutes. Eli-Flex packs are pre-measured for the job.
Why replace expensive parts when you can repair them successfully?

QUICK AND EASY TO USE

1
Remove the roll bar assembly, exposing the worn areas. Clean, degrease and roughen the worn areas. The old bushes can be re-used.

2
Open the sachet of Eli-Flex by cutting the foil along the marked lines. Pull the sides apart until the separator pops up. Remove the divider clip.

3
Mix by kneading and squashing the pack until it warms up. (3-4 mins.) Slice open any corner with a knife or scissors.

4 
Squeeze out the resin onto the worn areas of the roll bar. Spread evenly around bar with a flat edged implement. (Eli-Flex spatula available on request).

5
Refit the old bushes and tighten the assembly. Wipe away any excess resin. Allow to cure for 1-2hrs. Return vehicle to service. It couldn't be easier!

6
Now that you have the instructions all you need is Eli-Flex!
Contact Aram at Eli-Chem Resins on
Tel: +44 (0) 1483 26 66 36 or 26 66 35
Fax: +44 (0) 1483 26 66 50
Mobile: +44 (0) 77 11 66 96 07

aram@elichem.co.uk
www.elichem.co.uk

Eli-Flex anti-roll bar repair
NO WEAR. NOWHERE.

Freeneys puts a spook in the wheel

The eye-catching Ghostbus livery applied through digitally printed wrap

Specialist vehicle graphics company Freeneys of Dublin has utilised it's state-of-the-art digitally printed wraparound design and application service to produce the eye-catching new Ghostbus which will soon take to the streets of Dublin.

The 1990 Olympian bus is being used to replace a much older vehicle in the Bus Atha Cliath fleet which was hand-painted by Freeneys when the Ghostbus tour first started in 1998.

A spokesman for Freeneys said: "We have almost a hundred years' experience in custom graphic solutions, starting with handpainted commercial signwork and advertising, and we've created more than 200 all-over advert buses since 1987.

"In 1988 we invested in computer driven technology, which revolutionised the sign industry.

"Year by year growth has been realised by continued investment in new digital technology. We are still driven by quality today in utilising the latest advances in digital printing technologies. We deliver quality signs and quality vehicle graphics that even we are proud of."

Body conversion on the Alexander R-type vehicle was carried out by Louth Commercials of Readypenny, and involved the removal of the centre door, the transformation of the lower deck into a "spooky cavern" type display area, and the fitment of special seating and curtain rails on the upper deck of the former citybus.

Dublin's ghostbus tour is believed to be one of only two in the world, and carries professional actors as tour guides to re-enact ghoulish scenes from the city's history. The two-and-a-half hour tour includes a visit to a ruined church in a 700-year old cemetary, and a reputed haunted location at the old city walls.

Combination of striking new branding and lowfloor access helped drive growth

Belfast Metro in the pink

Belfast's relaunched network of Metro-branded bus services celebrated its first birthday last week, with the news that over 10% more passengers, or 38,000 additional people, are using the service each week, equating to over 700 additional full busloads.

Translink chief executive Keith Moffatt said: "We are very encouraged by these results; clearly this increase demonstrates that passengers are voting with their feet and that we have the right strategy to attract people to bus travel.

"The operational changes made last year created a single simplified network for all customers in Belfast and provided improved reliability and frequency. In addition the new branding and livery together with improved passenger information including simple easy-to-use colour-coded timetables, route maps, a how to use guide and key information at bus stops has also contributed to the success."

"These enhancements have increased the overall quality, levels of comfort and accessibility. Over 70% are now fully accessible for wheelchair users. They have also significantly reduced the average age of our bus fleet."

Mr Moffatt said the increase in passenger numbers was a pattern being repeated throughout the company with Goldline Express services growing by more than 16% since their re-launch in April 2004 and patronage on the Bangor to Portadown rail corridor also growing by more than 16% from June last year.

He said: "We are determined to continue this trend and are planning to implement further enhancements on Ulsterbus services later this year as more new vehicles arrive"

Seeing is believing for Translink

Northern Ireland transport provider Translink helped sponsor a unique tour as part of Arts & Business Week 2006, by providing travel on a Metro-branded bus.

The 'Seeing is Believing Tour' on February 1 transported local businesses on a mystery bus tour witnessing the work that goes on behind the scenes of four local arts organisations and to hear success stories of their partnerships with Arts & Business.

Ciaran Rogan, marketing executive explained: "We have received over 190 new buses over the last year which have been allocated throughout the Ulsterbus and Metro network replacing older style vehicles and making services more accessible. This sponsorship offers us a unique opportunity to showcase one of our latest low floor quality buses to local business representatives in an imaginative and enjoyable day out".

Alice O'Rawe, director, Arts & Business: "We are delighted at the support we have received from our sponsors for Arts & Business Week 2006. In particular, Translink's contribution to the 'Seeing is Believing' Tour has been invaluable and we are excited about the tour and of course all the activities taking place during Arts & Business Week."

Seeing is believing: businesses in Northern Ireland were given an arty tour on a Metro bus

VEHICLE LAUNCH

Above: The Centro in the familiar Plaxton gold. Below, from left: The best back end in the business was how one pundit put it; GRP moulding design is 'borrowed' from Plaxton's coach expertise; Curved handrails and single-step rear gallery give a modern look, with no rear-facing seats.

First Primo, now Centro

Plaxton's aim to be the rising star of bus building came a step closer last week when, as previewed in CBW, it opened its new bus factory and launched the new Centro. Mark Williams was there

Plaxton signalled its full return to the bus market by officially opening new factory lines and launching the Centro single-deck.

The Scarborough manufacturer is already in production with VDL SB120-based Centro, the first bus due out to TM Travel of Chesterfield - which also has its little sister, the Primo launched at last year's Coach and Bus Live event.

At an opening ceremony for the £1.5 million facility, attended by the Mayor of Scarborough Derek Bastiman, director general of the Confederation of Passenger Transport, Brian Nimick, unveiled the plaque commemorating the opening in the presence of the entire bus-building team, while Plaxton MD Mike Keaney unveiled the Centro.

"Next year, Plaxton will be 100 years old," said Mr Keaney. "We are building on our core values. We remain the biggest coach manufacturer in the UK and we are taking that quality to bus manufacturing and design. It is testament to every employee that we continue to grow the business."

Brian Davidson, Plaxton's chief executive, said the £1.5 million investment in the factory was only part of the growth achieved: "We now have 500 employees, 60 more than 18 months ago. We have a credo here that we will not accept second best and we will not accept defeat.

"This year we are building 300 coaches, that's 30% up on last year. And we've achieved all this with no Government aid. I think it is regrettable that quality manufacturing jobs are no longer valued in this country."

Mr Davidson paid tribute to Mike Pixton, who took the task of organising the new factory lines upon himself.

Centro mounts it challenge

The Centro is the first large bus built at Plaxton since Transbus shifted production from the Scarborough site in July 2001.

Since the demise of Transbus and the subsequent rescue of Plaxton by the management team, production has centred on coaches, with Plaxton's Anston base manufacturing Beaver minibuses, chiefly for the welfare market.

VEHICLE LAUNCH

And Mr Davidson says that despite the addition of its Primo minibus and the new Centro to the range, Plaxton remains a coachbuilder: "This company is geared to its core products - we are under no pressure with bus," he said. "We can devise our strategies carefully - it's certainly not a case of building volume at all costs."

Centro is actually the rebirth of the Bus 2000 project, shelved by Transbus. Beginning in July 2004, Plaxton has taken the basic concepts and added new technologies and styling to build what it says is one of the most robust buses around. Cleckheaton-based Arriva Bus & Coach partnered the project.

Using VDL's Dart-challenging SB120 - engined with the popular Cummins ISBe unit - on the 40-seat 10.7-metre bus, and VDL's SB200 on the 45-seat, near 12-metre version, Plaxton has added a structure which has no exposed mild steel, so few chances to corrode.

Further chassis options will be available soon, with Volvo's B7RLE to appear in the 11.9 metre version in Winter and MAN 14.220 in Spring 2007. A shorter version of the SB120, 10.2 metres long, is also in plan for next Spring.

The bus uses a galvanised centre structure between the front and rear chassis modules, and uses stainless steel, aluminium and GRP elsewhere to offer an extended service life. Plaxton says the design life is 12 to 15 years but that "this has the potential to be considerably longer."

With the space frame built mainly from bolted aluminium, upper strength is added to Centro with the massive aluminium extrusion which forms the cant rails. The launch version has Plaxton's preferred bonded glass, which adds strength and reduces noise, but a gasket-glazed version is available.

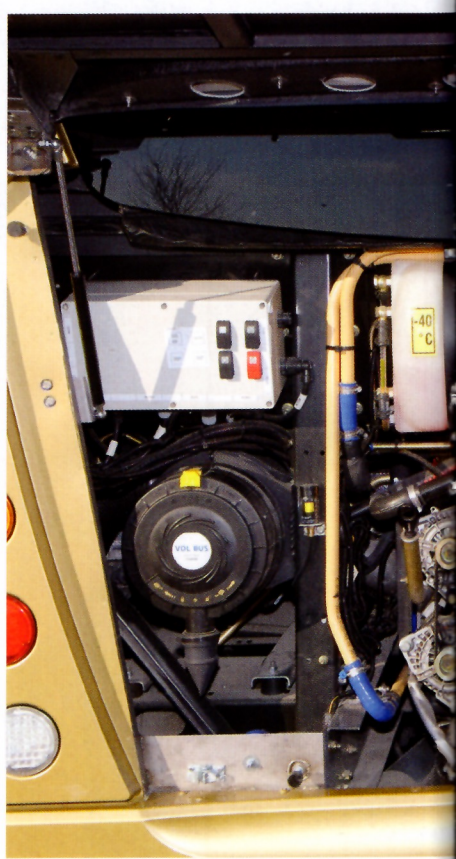
The interior sets out to feel spacious and to be practical in operation. Plaxton takes the floor on a slight incline between the two chassis modules to minimises the height of the single step to the rearmost 13 seats. The area around the entry door - two-door versions will be available - makes use of large GRP mouldings to eliminate dirt traps and give a feeling of integrity.

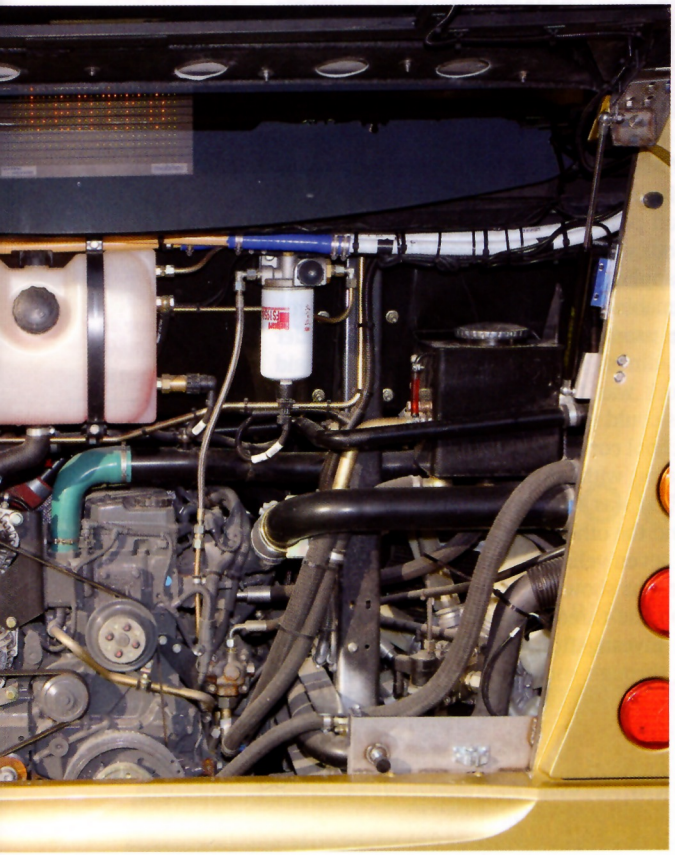
Curved hand rails, cantilever seats and an arched ceiling line over the aisle with continuous lighting set out to ensure it sits well with modern buses. No seats face backwards. Use of LED clusters over the passenger door are both more durable than tungsten bulbs and more stylish.

The exterior is styled with plenty of key lines, including the cutaways in the front to extend the windscreen's curves on to the body. Lower panels are aluminium, and secured with the only exterior fasteners on the bus - domed stainless socket-head screws.

Along the sides, the direct-glazed version takes the glass up on to the cant rail to enhance the impression of modernity, but at the rear, Plaxton has departed from the utilitarian approach and added styling derived from coach product, duplicating the curves on the front but still ensuring massive access to the engine bay.

Clockwise from top: The two new bus production lines at Scarborough; Styling cues include the windscreen line taken into the bodywork; engine; ramp for access; the massive aluminium cant rails are used as members of the roof-building jig; steering wheel and tidy dash





TECH SPEC

Manufacturer: Plaxton
Model: Centro 10.7m/11.9m
Chassis: VDL SB120/ SB200

Engines
SB120: Cummins ISBe 3.9 litre, 4-cylinder
Max. torque, 550Nm
Max bhp, 135 (Euro III)
SB200: Cummins ISBe 5.9 litre, 6-cylinder
Max. torque, 700Nm
Max. bhp,185 (Euro III)

Gearboxes
SB120: Allison LCT2000
SB200: Voith D851.3
Front axle (SB120/SB200): Lowfloor beam type, DANA NDS56LF, Knorr disc braking
Rear axle (SB120/SB200): DANA 09-24, Knorr disc braking, 4.88:1
Fuel tank (SB120/SB200): 250 litres
Wheels/tyres (SB120/SB200): 6.75x19.5, 245/70R19.5

Construction
Body frame: Aluminium extrusion, bolted. Cromweld stainless steel
Centre space frame: Fully galvanised mild steel
Panels: GRP, aluminium

CBW says...

PLAXTON isn't just building coaches and buses at Scarborough these days – it's building trust.

The entire team has put sufficient effort into its coaches in the last 18 months to have engendered a deserved respect for build quality and a healthy belief in the 'can do' attitude which was completely missing in two disastrous periods in its past.

The launch first of Primo and now Centro have certainly put Plaxton back on the bus manufacturing map, even if at present production levels you'd have to look hard to spot it.

But from little acorns, as the saying goes, and that's just what the management team has in plan for the new bus lines which will trickle-feed a handful of buses on to the market each month, tackling each problem as it surfaces.

Brian Davidson claims the short chain of command and a determination to produce flawless vehicles will see off any niggles PDQ. Centro, says MD Mike Keaney, will go through two tests – the life-shortening MIRA track testing and again when out in service. *CBW* had a unique insight into Primo's operational aspects (*CBW* November 3, 2005). The nay-sayers concerned about the Z-drive rear axle will have to eat their words, he says.

TM Travel are getting the first Centro to go with their little Primo, and will no doubt provide practical feedback which will lead to improvements.

But there's nothing wrong with the vision behind both Primo and Centro, which not only look stylish and extremely practical but are getting the Plaxton TLC which the factory believes will set them apart. If you want to see what that TLC looks and sounds like, we would urge operators to make the trip to Scarborough – few factories are more cheerful or better organised.

Spirit lifted by new licence

Traffic commissioner hears how dealers let Hull operator down

Andrew Jarosz, CBW correspondent

Fledging Minicoach operator Northern Spirit, of Hull, gained a significant uplift in its vehicle authorisation, despite problems over prohibitions, which had been gained despite maintenance being undertaken by a well-established vehicle dealer.

The company, which started operations in November 2001 with a restricted licence, and gained a standard national licence for four vehicles, applied for an uplift to 10.

North Eastern Traffic Commissioner Brigadier Tom Macartney told proprietor Richard Wasteney, that he was satisfied that through using a main dealer, cutting corners wasn't on the agenda, and after issuing a formal warning, said that he was satisfied that things would improve.

Richard Wasteney, trading as Northern Spirit Minicoach, based at Bristol Road, Hull, East Yorkshire, faced a public inquiry at Hillcrest House, Leeds, to consider his new application for 10 vehicles, and disciplinary action on his standard international licence for four vehicles, resulting from unsatisfactory maintenance investigation, prohibitions notices, and an apparent failure to comply with undertakings.

What the vehicle examiner said:

Vehicle examiner Jonathan Bradford, based at the Beverley office, presented a report describing a maintenance investigation at the Beverley HCV testing station on November 18, when he found one vehicle in an unsatisfactory condition. He checked three vehicles and coach J431 WFA received an immediate prohibition, and three delayed items as well as an advisory notice being issued for five items. One of the other two vehicles received two advisory defect notices, and the third had one advisory defect.

He said that inspection records showed that vehicles were inspected and maintained by Heron Commercials of Hull, with all but one inspection being carried out within the eight week stated limit. After looking through inspection records, one report showed an interval of 11 weeks. The drivers' defect reporting system consisted of a monthly sheet with tick boxes, but shortcomings that were found included odometer readings missing, no space to record actions or signatures, and some sheets showing action but no defect, such as new tyres being fitted. The operator had subsequently presented a new style form for approval with a weekly format, and that had been deemed satisfactory.

Mr Bradford said two prohibitions had been issued in the last five years. On February 21, 2002, a prohibition was issued to D258 NUR, two days after a safety inspection had been carried out. The four items listed on the prohibition were also listed on the inspection report, but no rectification work appeared to have been carried out.

The second prohibition was issued at the maintenance investigation. In the month since the last safety inspection, the vehicle had covered 1698 kilometres, and in his opinion, two of the defects would have existed at the time of the inspection, namely deterioration of the brake hose, and excessive movement in the steering joint.

He said the company had been subject to three maintenance investigations, two of which had been deemed unsatisfactory. The first was held on April 18, 2002, after the prohibition was issued and was unsatisfactory, as was the one in November 2005 at Beverley test centre. A third held at the operating centre on October 15, 2002, was satisfactory on the basis of one inspection at the operating centre.

Regarding the operating centre, he said that it was a residential address, with no off-street parking for a PSV. He said on a previous visit he had inspected the one minibus owned on public land at the rear of the property. He submitted photographs of Bristol Road, and reiterated an earlier view that the "operating centre was not suitable for a fleet increase or larger vehicles."

Cross-examined by Mrs Christabel Hallas on behalf of the applicant, Mr Bradford agreed that the new defect form was a "step in the right direction." She stated that the inspection of November 25, when the brake hoses were found to be serviceable, involved the front axle removal and fitting of a new kingpin, and asked whether deterioration had occurred due to a disturbance of components. Mr Bradford said that he still would have expected those defects to be picked up at an inspection.

> **You have to give your maintenance contractor a good kick in the...**
> Traffic commissioner Tom Macartney

What the operator said:

Giving evidence on behalf of his application, Richard Wasteney said he had passed his CPC three years ago, and currently operated four vehicles - two 16 seaters, a 25 seater and a 37 seater. His application for an authorisation for up to 10 vehicles was to enable him to expand in the future. One extra disc would be used immediately, but the remainder would be held in readiness for any contract gains. He said that most of his work was for employment agencies, and vehicle requirements could vary from one day to the next. He also operated one school contract.

His application came with an application for two more operating centres. One was for Pearson Park, the home of one of his drivers, and the other was for Andy's Multiwash in Foster Street, where seven vehicles could be accommodated. He supplied photographs showing the premises applied for.

He said the reason the three coaches were not prepared for the maintenance investigation was partly that he had no knowledge of going through such an investigation, and felt that whatever was said would be impartial and helpful to him managing the business. He said that the problem with the 11 week gap between safety inspections was human error, so he had now reduced the number of spreadsheets used, and brought in a wall planner. The next inspection date was shown on every vehicle with a sticker on each saying "do not

Traffic commissioner Brigadier Tom Macartney agreed to grant Northern Spirit a licence for six extra vehicles

Key points

- **Prohibition notices were issued to vehicles after a safety inspection had been carried out by contractors. Items listed on the prohibition were also listed on the inspection report, but no rectification work appeared to have been carried out**
- **An 11-week gap between safety inspections was down to human error and new procedures had been put in place since**
- **The operator had asked his maintence contractors for more comprehensive inspection records**

Northern Spirit, of Hull, has had trouble finding a reliable maintenance contractor

use beyond (date of next inspection)."

The company employed three drivers and he only drove occasionally. His driving time was decreasing and was now as little as six hours per week.

He said that all his drivers were trained in defect reporting and had all watched the VOSA video. He also suggested using voluntary 'MoT' testing every 16 weeks as an audit check on the efficiency of his maintenance contractors.

His maintenance contractors had changed twice. Originally he had used Lex Commercials, but after his first prohibition, where all four defects had been listed but not rectified, he moved to a Mercedes Benz dealer. That relationship had proved unsatisfactory because he realised that faults were not being picked up, where for instance, on one occasion he had noticed the horn was faulty, but this was not rectified after the safety inspection.

He agreed that his present contractor was not particularly good, but he said that options to move on were becoming limited. He had since spoken to Heron, and it had been agreed that he would get more comprehensive inspection sheets and records from them.

What the traffic commissioner said:

In delivering his verdict, Brigadier Macartney said his principal concern was prompted by photographs from the vehicle examiner. "Your operating centre is not conventional by any stretch of the imagination, and you could never have more than one vehicle there. Here we have a case of a bus operator on a congested street making the street more congested even with one minibus." He added, "but your new arrangements clarify the matter."

"Clearly your maintenance has not been very satisfactory, and you have to give your maintenance contractor a good kick in the... You have to tell them they have to meet your standards." He welcomed the voluntary use of MoTs as an audit of contractors' work, but warned that at best they would provide a snapshot in time. "Clearly, you have not been cutting corners by going to a main dealer, and I'm satisfied that things will get better," he concluded.

Issuing Mr Wasteney with a formal warning, he granted the application in full, on condition that all vehicles except one be parked off the road, and that eight-week safety inspections continue for the whole fleet.

ROTHERA DOWSON

SOLICITORS AND NOTARIES
THE PEOPLE TO TALK TO

Public Inquiries

» Good Repute
» Professional Competence
» Financial Standing
» Prohibitions / Maintenance
» Tachographs
» Drivers Conduct

At Rothera Dowson we really understand Road Transport Law
O Licences - Prosecutions - Public Inquiries - Contracts - Employment Law
Tel: 0115 9100 600 www.rotheradowson.co.uk

Unitarily useless

Archer has a problem with authority...

A transport department in charge of buying loo roll?

An accident of political geography means that we do business with three local authorities - two county councils and a unitary authority. None of them goes about things in the same way though, which can often be annoying.

Unitary authorities, of course, combine the powers and responsibilities of both a county council and a district council within a single authority. The idea is undoubtedly to save money by apparently cutting out a tier of bureaucracy. Unfortunately, in practice it doesn't seem to work like that.

In terms of efficiency there's little to choose between the two counties. They both tend to leave us alone whilst things are going OK. If we do have a problem, when we ring them up their staff normally understand what we're talking about, because they work in departments dedicated to transport and nothing but transport.

On the other hand, the departmental structure of the unitary is just bizarre. Because there's comparatively so little of it to deal with, transport seems to have ended up there in a mongrel of one which appears to do everything from buying the loo rolls for the civic centre to the till rolls for its leisure centres, with a bit of school cleaning and transport tendering apparently thrown in on the way to make up the weight!

It's little more than a purchasing department and no one there seems able to spend enough time on transport to get a "feel" for it because there's just not enough activity in that area to make a worthwhile week's work out of it for them.

Consequently its staff's inexperience in transport matters costs us a lot of time and effort (not to mention money); in effect we're having to do half of their job as well as all of our own. The tide of naive correspondence never ends either. Do our vehicles carry first aid kits? Yes, the PSV Construction & Use Regulations demand it. Have our drivers been told not to smoke on our vehicles? No, the PSV Conduct Regulations deal with that. Are we insured? For goodness sake. If we were caught without insurance our O-Licence would go up in smoke tomorrow.

Whilst all of this is going on of course, VOSA is in the background allegedly keeping all of us in line. Unfortunately, the unitary's staff don't seem to have heard about that - and probably don't even know who they are anyway. At the same time the two counties just stay out of our way, know what the initials VOSA mean and what they do and only very, very occasionally ask for sight of our public liability insurance policy purely to make sure it meets their minimum cover requirement of about £10 or £20 million (quite absurd figures I know - has anyone ever inflicted anything even close to £1m worth of collateral damage using a PSV?).

CPT could perhaps take an initiative here. Unitary authorities look to me as if they to need to sharpen up their act when it comes to transport. With them it often seems to get a back seat and finds itself in weird company at a departmental level as a result. If it went back to a county level again who knows what improvements we might see?

> 'Transport seems to have ended up in a department which appears to do everything from buying the loo rolls to the till rolls

ATCO would probably fight tooth and nail against any change in the status quo here, but in the process might also realise that unitary authorities are expected to do the same things that county councils do but are a different kind of beast altogether whose structure sometimes impedes their transport work.

Special seminars for staff on transport matters might help, so that once the loo rolls have been bought with ease they then can do the same thing with a few evening bus routes and a couple of school runs!

Come re-tendering time the unitary authority I have to deal with at the moment is going to find itself with some very much higher bids for broadly similar contracts than the counties will get. Whether they charge the increase to their training budget or their transport budget is up to them, but to me it's a training expense.

Why? Because we're running a passenger transport business, but seem to be expected to give the unitary's people one-to-one tutorials on what transport's about every time we deal with them.

Send your letters to cbwinbox@rouncymedia.co.uk, fax 01733 293241 or write to: Inbox, CBW, 3 The Office Village, Cygnet Park, Hampton, Peterborough PE7 8FD

'CPT tries to help all members'

I doubt whether Rhodri Evans (letter of the week, February 9) was expecting a reply, but I am in a good position to give him one as I have been involved in CPT's efforts on behalf of its members in both Carmarthenshire in 1999 and in Kent in 2006,

At the request of our members in Carmarthenshire, we reviewed the school transport contracts that they had signed with the council and advised them on their options. Their room for manoeuvre was limited because, although the contracts had been described by council officers as long term, they all gave the council the right to end them prematurely, which was exactly what had happened.

The situation in Kent has different challenges for commercial bus and coach operators. The county council wants to do business on radically different - and much more demanding - terms. They are a customer and entitled to specify what they want, but we are trying to get the message across that they won't get competitive bids if they set the bar too high.

CPT tries to give good service to its members wherever they are.

Steven Salmon
Operations director
Confederation of Passenger Transport (UK)

London coach tax is not the answer

I must take issue with the sentiment expressed in your editorial of February 9 that the £200 daily tax for using a non-compliant coach will only balance the competitive advantage of trading with lower-value assets. There are different segments of the coach travel market in London and they need appropriate vehicles to provide economically for their needs.

The older, non-compliant coach typically carries passengers at the lower price level e.g. schoolchildren for educational visits, the elderly who have to survive on low pensions and social groups who sometimes need a grant from a local authority to fund their trips.

These passengers are very price-sensitive and cannot afford either the £200 daily tax or the price which the operator should charge if he purchased new, compliant coaches. It is, therefore, a case of horses for courses. It would be commercial suicide to buy a £180,000 coach to operate for seven hours a day on a typical 50-mile round trip at the price level charged for the older coaches. The customers do not need the higher specification of a new coach.

Similarly, to attempt to deploy an older coach on carrying rich foreign tourists around London in competition with the present highly-specified newer coaches would soon be found to be unsuccessful. The proposed tax will therefore not correct any imagined imbalance of competitiveness. Rather, it will show that the passenger has been ignored. The coach, regardless of age, should be seen as a solution to the mayor's problem, not the cause of it.

D Nicholls
Purley

LETTER OF THE WEEK

The London Emission Zone is one of those agree, don't agree situations. Like you say it is hard to disagree with trying to clean up the air in London.

I'll just put my circumstance to you. I have been operating for three years, first with a 15-seat coach and last year purchasing a 24-seat Mercedes Vario 814, year of manufacture 1997. This being the year of the vehicle I could afford in the executive layout I required, and obviously it does not comply with Euro III or IV, as I am trying to open my business to a new range of work. I try to specialise in weekend breaks, corporate work and small group tours. London being one of the most popular I do.

So in my case just as I am finding my feet and trying to build my business up, as if I haven't enough on my plate with legislation, here comes something else to knock me down or others in my position.

Why not stick to hitting the motor car - and stop the pathetic 'school run' twice a day - and the airlines. So if I go into London in 2008 once or twice in the year what on earth do I charge? Or better still how do I compete?

Kevan Miller
e-mail

Have you had your school contracts shortened with little or no notice? Do you think it should be legal?

What will digital tachograph do to your business? E-mail us now with your views

Minibus rules confusion

An article in *CBW* some time ago centred on proposed EU legislation regarding the use of minibuses.

Basically, the proposals stated that for a vehicle to be classed as a minibus (D1) the vehicle length should not exceed seven metres. This would have the effect of colouring in the grey area whereby operators take a 24-seat vehicle, remove eight or more seats to facilitate the carriage of wheelchairs, and then declare the vehicle comes under the scope of being a D1 vehicle.

As a support admin worker for the London Borough of Barking and Dagenham, I attended Coach and Bus Live at the NEC in October, and enquired on the VOSA stand about this proposed legislation. The person on the stand had not heard of these proposals, but accompanied me to the DVLA stand, where the person there had also not heard of the proposals. They then had a discussion as to the legality of removing seats from a welfare bus to make it into a D1. After a bit of deliberation they came to the conclusion that the practice was in fact legal, although I still do not think they were entirely convinced.

As it is, it puts our operation in a bit of a dilemma. We run a fleet of around a dozen 8.5 metre Iveco Daily/Mellor welfare buses, all configured to be driven by D1 licence holders, and around 30 7.2 metre Iveco Daily 17 seaters. We also run a few older Transits, which are coming up for replacement. The question is, do we replace with more 7.2 metre Dailys, which we are reasonably happy with, or do we look around for something else that fits in with the requirements of the new legislation, and avoid the need for retraining our drivers?

Peter North
e-mail

Bova's 'techno' Magiq – the Infotainment Express

DVD players, bluetooth connection, wireless internet, games consoles... it's not so much a coach as a mobile entertainment centre

Martin Cole, technical editor

Nothing moves much faster than the relentless march of technology and keeping abreast of the developments and their potential benefits is no easy task.

VDL Bova has done its best to put some of the most suitable technology into a package aimed at satisfying the most demanding of customers and meeting virtually any requirement for on-board entertainment. The whole collection of components and systems has been assimilated aboard a Magiq coach and last week the 'Infotainment Express' was being shown around a number of prospective clients in the UK.

The week-long tour was arranged by Moseley PCV and aimed specifically at providers of high-profile executive or corporate travel - such as operators running team coaches for Premiership football clubs or national sporting teams.

The Magiq's layout had been configured around the systems installed and can be varied or adapted to suit individual requirements. The model in question was based on a triaxle underframe with an overall length of 13.1m and seating for 34 passengers. A centre sunken toilet provided a useful platform for mounting a storage compartment on - which contains a large bank of equipment and acts as a separator between the front and rear halves of the saloon. The divide had been emphasised by installing a comprehensive servery immediately opposite.

What the passenger gets is as good or better than is available at home. There are a few basic choices of entertainment mode and then many more facets depending on which one is selected.

Every seat place has a seat-back monitor with which the passenger can view exactly what is being shown on the main, large LCD screens or they can watch a DVD or whatever stations are available on satellite TV. Alternatively, they can switch to the satellite navigation maps to see exactly where they are or they can select the forward-looking camera

Clockwise from left: forward saloon with Vogel Accent seating; Vogel Magnio seats with lumbar support; camera offers views of coach exterior; CD and mp3 music on demand; courier or driver controls all on-board functions

view which shows the view ahead of the coach.

An interesting feature of the system is when the driver wishes to make a public address announcement he can switch on his hands-free microphone and this automatically activates a camera mounted in the front A pillar, interrupts the video stream on the main screens and projects his image onto the monitors.

Passengers preferring to listen to music rather than watch TV have an exceptionally large library to choose from. Mounted on the dashboard is a 30Gb iPod player capable of storing up to 30,000 tracks. Supporting the iPod is the on-board CD multichanger system which can hold around another 200 tracks - and if that isn't enough anyone who has taken an iPod aboard can plug it into the driver's console to access their own music collection. If that still isn't enough choice then passengers can always plug into the digital radio socket and listen to their favourite stations.

The on-board audio and video experience delivers widescreen images with full surround sound and to emphasise its quality the best available loudspeakers are employed. If the passenger is watching or listening to something different to those round and about - individual headphone sets are provided.

Back to back seating allowed for the installation of tables

The rear saloon offers the same as the front section but uses the Vogel Magnio seat rather than the Vogel Accent. This allows passengers adjacent to the aisle to move their seats outwards by 5cm to gain more space. Magnio also features an adjustable lumbar support for those needing a little extra back support during he trip. All seats are also 'active' which means they are wired to the on-board system so the driver and courier can see which seat belts are fastened and which are not.

The centre seat in the rear row has been removed in order to provide space for a video gaming unit. Bova had chosen a Nintendo GameCube for this application and there are games available where up to four players can compete at the same time. A pair of tables had been set up with a chess set for the more traditionally-minded passengers and the other with a pair of wirelessly-connected Gameboys and a couple of packs of playing cards.

For anyone wishing to work while travelling - wireless internet connection is available.

Back at the sharp end, the driver has a Bluetooth wireless connection for a mobile phone. This logs the phone onto the system and automatically downloads the phone's address book/contact list onto a view-screen for easy navigation. An appropriate number can be selected, called and then answered via the hands-free microphone unit which also incorporates a speaker close to the driver's ear. In phone mode, the conversation will not be broadcast over the PA to the passengers and can be made privately.

Satellite navigation is a double-featured item with one element providing the usual mapping and direction while the other offers a 'track and

Highlights

- Seat-back LCD screens
- Sat Nav maps
- 30,000 track mp3 player
- Nintendo GameCube system
- Wireless internet access
- Bluetooth phone connection

Clockwise from top: Not everything on board is hi-tech, as this chess set proves; Nintendo's Game Cube console should keep the youngsters quiet; we've lived in houses with smaller kitchens than this; Nintendo pops up again, this time it's the hand-held DS games machine

trace function' which allows the base to monitor the progress and whereabouts of the coach. Base can also relay messages and instructions to the driver about any changes in itinerary, pick-up or drop-off details, or useful travel information. Track and trace also means any attempt to steal the vehicle would very quickly result in it being recovered.

The camera system offers external views of the sides of the coach, a reversing camera and a forward facing unit. The DVD player system is also fitted with a hard drive where promotional, instructional or advertising media can be stored and played continuously or at specific intervals. The courier can plug in a laptop computer to deliver presentations on points of interest or make safety announcements.

This whole wide array of choice and high quality 'Infotainment' is complimented by the installation of the best possible servery equipment. Supplied by Frenzel, the coffee machine can be heard grinding the fresh beans before it produces a really superior cup for the user. It is accompanied by a refrigerator, microwave oven and water boiler - but the size and capacity of the units can be varied to suit individual requirements.

Bova has worked very hard with technology partners including Vodaphone, IMQ, Blaupunkt, Nintendo and Frenzel to put the whole package together but the company is quick to point out it had been an exercise into what is currently possible and operators should not be made to think they should look at purchasing the whole lot.

By the same token, it is not specifically available to the Bova Magiq and can be installed on any coach. Retrofitting might not be a very desired option because of the complex nature of the installation and enormous expense of converting existing seats not originally designed to take the inset screens and concealed wiring.

The cost of a Magiq with all the modifications comes out at somewhere between €400,000 and €450,000 - which translates to £275-309,000. This is a considerable investment to make but it does open up new avenues for getting ahead of the competition and new income streams for elements of the package. Charges could be made for use of the games controller handsets - priced per hour of use, or the hire of wireless Gameboy systems.

Despite the concentration on ensuring every popular gadget is catered for, the basic comforts are not ignored. The seat comfort and spacing offers a very comfortable ride and the air conditioning system features zoned control so different areas of the saloon can maintain suitable temperatures according to local requirements.

When it all gets too much it's very easy to just lay back, watch the scenery and enjoy the ride.

Reducing Crime on Public Transport 2006

Ensuring Passenger and Staff Safety

Tuesday 28th February 2006
Earls Court One, London SW5

In association with: Home Office

Supported by: CRIMESTOPPERS 0800 555 111 Call anonymously with information about crime

Speakers include:

Roger Fisher, Head of the Fear of Crime Team, Home Office

Jeroen Weimar, Director of Transport Policing and Enforcement, Transport for London

Sergeant Phil Bennett, Principal Architectural Liaison Officer, British Transport Police

Councillor Tony Page, Transport Spokesman, Environment Board, Local Government Association (LGA), Cabinet Member (responsible for Community Action), Reading Council, Chair of Reading Buses and Member, Thames Valley Police Authority

Sue Nelson, Head of Community Safety, Rail Industry Community Safety Support Unit

Leo Markham, Officer for Wales, Bus Users UK

To see the full agenda, visit
www.neilstewartassociates.com/li226

Crime and the fear of crime affects everyone who works on or uses public transport. For the public it is imperative that they feel safe not only when they are using transport but also when they are travelling to and from stations, whilst for staff it is essential that they feel safe whilst they are working and are confident that they are supported.

Bringing together speakers and delegates from transport operators, local police forces and The British Transport Police, The Crown Prosecution Service, passenger transport associations, and other key stakeholders, this important conference will discuss how to build effective partnerships to tackle and reduce crime on and around public transport through joint working and information sharing, and explore how to build public confidence in services to ensure that they are accessible to all.

The conference will also provide an opportunity to share best practice and develop new strategies to develop a safer transport network.

CBW readers are entitled to a discount
Please call Natasha Wildman on 020 7324 4357 or email natasha.wildman@neilstewartassociates.co.uk for more details.

Bright-Tech Developments Ltd.

Destination Displays, On-Bus Systems and CCTV

Led Displays.

* Lifetime Warranty.
* Fully DDA and VCA compliant.
* Flat or curved displays.
* Free WinScreen 4 software.
* Flash-card data download.
* Free spares service.

CCTV

* High Quality digital imaging.
* Large 120GB storage capacity.
* Shock sensor on hard disk.
* Ruggedised design.
* Free configuration and commissioning.
* Easy editing facilities.

PowerBlind.

* New Mark 5 design.
* Completely sealed units.
* Bar-code error-check facility.
* Message updates via flash EPROM.
* Free editing software.
* Can be used with our LED displays.

BRIGHT TECH DEVELOPMENTS

Fleets Point House, Willis Way, Poole, BH15 3SS.

TEL: 01202-679-627 EMAIL: SALES@BRIGHT-TECH.CO.UK

Bright-Tech is an ISO9001-2000 registered Company.

CV
Peter Dew (54)

1970
Seasonal conductor East Yorkshire Motor Services at Bridlington

British Rail pre-management trainee working at Leeds, on work study at Newcastle, and line controller at York

1973
BSc course at Salford University,

1974
Seasonal conductor, Blackpool Tramways

1975
Seasonal driver East Yorkshire MS at Bridlington

1976
British Rail, graduate trainee

1977
West Yorkshire Road Car at York, moved from driving to some supervisory levels

1983
Traffic Superintendent at Klerksdorp (100 miles south of Johannesburg), for United Transport S.A.

1985
District planner for Trent Motor Traction at Buxton and Derby

1988
Commercial manager at York City & District, and then Rider York with various secondments to Bradford and Huddersfield, ending up as operations director at First York

1997
Employed by Balfour Beatty to represent First's interest in the Tramrider consortium bidding for Nottingham tram system

(November) manager York Pullman Bus Company

2000
(April) formed Top Line Travel

Life at the Top

Industry veteran Peter Dew tells *CBW*'s Andrew Jarosz why he feels he's finally settled down after six eventful years at Top Line Travel in York

Andrew Jarosz

Six years in the same job may not sound like a very long time, but for Peter Dew, owning and managing Top Line Travel at York over the last six years has been his longest spell in one place during his 36 years in the transport industry.

Undecided whether to pursue his fortune in bus or rail, as a native of York, Peter naturally gravitated towards the rail industry, which in the 1970s still held pole position in the employment and economic well-being of the city. But nevertheless, he did hedge his bets at the time, and while waiting for his A-level results in 1970, he went off to Bridlington to work as a summer season conductor on the Bridgemasters and Renowns that plied the coastal routes of East Yorkshire Motor Services.

He returned to Bridlington some years later as a driver, having worked for BR as a pre-management trainee at Leeds, Newcastle and York, and then gone to Salford University in 1973 on a BR secondment. The first summer was spent in Blackpool working the trams, but in 1975 he was back on the east coast.

Eventually in 1977, he chose the pneumatic tyre trail, and joined West Yorkshire Road Car in York, from whence his career in buses followed a convoluted trail taking him to South Africa with United Transport, Buxton and Derby with Trent, back to York with York City & District and Rider York, round West Yorkshire with First, Nottingham and Croydon with Tramrider, back to York with Pullman, until finally the opportunity presented itself to start a new bus company, albeit one where the roofs were not permanently attached to the tops of his double-deckers.

Today, Top Line Travel is York's second largest bus company, not because it has grown in competition with First, but because First now dominates the local service market with a well co-ordinated route network and a modern fleet, which leaves little room for meaningful competition. A number of smaller operators based around York work in on country services.

Arriva, Blazefield, and East Yorkshire work in on longer distance services, and local coach operators undertake contracts and transfers in and around the city. But, compared to the hectic days of the 1980s and 1990s, when a succession of bus and open-top operators scrapped over the route and sightseeing market, service provision is much more mature nowadays, with the City Council playing an active role in promoting traffic management within the congested city.

Peter credits (or blames) Peter Newman for planting the idea of setting up his own business. Peter Newman had got involved in setting up City Sightseeing in Seville, in 1998, after selling his London Pride operation, and had aspirations to create a worldwide operation. Obviously it was clear at the time that Guide Friday was under performing, and the idea was to set up global operations to rival and outperform Friday.

Peter Dew and wife Sue

Peter Dew had returned to York in November 1997 to manage the York Pullman operation which had been bought by Peter Lee of Durham Travel Services from Kingstonian (owned by Kingston upon Hull City Transport), and within two years had set up the Easylink operation in York, as well as operating coaches and open-toppers. Pullman was sold early in 2000 to First York, in order to let DTS concentrate on its new London operations, and Peter finally wound up his association during April 2000.

Meanwhile, City Sightseeing was developing its plans and the first UK operation was rolled out in Glasgow in March 2000, when Alex Pringle rebranded his Scotguide operation into the now-familiar vivid red colours, which are all designed in Spain by Pedro Cabañas, whose autograph always appears somewhere within the generic design. Peter was the second to adopt the City Sightseeing mantle, with three open-top Metrobuses being launched on May 16, 2000, when his new company appeared on the streets of York. At the time, City Sightseeing was looking for franchisees, and Top Line was a perfect example of a new company pitching for a slice of the action. Now with nearly 70 operations in five continents, the story goes that more prospective franchisees are turned away, than invited to climb aboard.

Top Line wasn't alone in the market. Guide Friday had built up an impressive operation, York Pullman was there (although its operation transferred to First), and Viking Tours ran until September (when

The York Tour
GUIDE FRIDAY
FREQUENT DEPARTURES EVERY DAY
Adult £8.00
Senior £6.00
Student £6.00
TAKE GUIDE FRIDAY TOURS THROUGHOUT GT BRITAIN IRELAND & EUROPE
JPE 237V

MINIBUS MONTHLY

CBW has produced a new Minibus supplement. This all-new monthly publication will include all the minibus and accessibility news along with dedicated articles and products for this specialised industry.

- Welfare vehicles
- Accessibility products
- Road tests
- Minibuses for sale

PLUS much more

If you would like to take advantage of this opportunity to promote your product, service or vehicles in this brand-new monthly supplement then contact:

Kirsty Flatt
01733 293246

Next Issue March 2

its owner was forced off the road by the police). They were the modern day descendants of other open-top operators who included the Classic Tour (owned by Lothian), Jorvik Tours, and the Yorkshire Belles who still run a niche operation with an open-staircase Routemaster.

Competition was also intense, with Guide Friday immediately dropping its ticket prices from £8.50 to £3, whilst TLT charged £7 and then £5. Boosted by the promise of City Sightseeing's support, Peter held firm, although he did offer a two-for-one deal, which helped him keep his presence in the first season. At the time, Peter was the sole trader, he covered on tours during his three drivers' meal reliefs, and garaging was gained from David Marsh who still owned the Navigation Road garage of York Pullman, whose bus operations he had sold to Rider York, over 10 years earlier. With the depot being used for car parking during the day, all the buses had to be out by 7.30am, even though they didn't start till nine, and could not turn in until cars had left at the end of the day. During the year he was joined in the business by his wife Sue, who has handled all the administration since those early days.

In order to secure the winter operation, Peter bid for, and gained the Circle Line contract from York City Council, and hired two low floor Dart MPDs for the operation. Bidding for school contracts brought in a 105-seater Metrobus from Hong Kong in 2001, and now five closed-top Metrobuses are operated on schools services in colours not unlike those of Dublin Buses. A commercial bus route was also set up from the centre of York to Acomb, which was operated by a DAF Cadet, but First's re-organisation of city services effectively closed the gap in the market for an hourly service which never managed to wash its face.

The Circle Line operation was a kickstart programme, which collapsed after the money ran out two years later, but Peter devised a plan which would link in the route with school contracts at Fulford and St Wilfrid's Schools. Only school-time operations are missed out as the two buses run to the school, but otherwise an hourly service is maintained in each direction from 7 am to 7.30 pm. During school holidays the service operates without interruption, and the DAF Cadet has accessible journeys timetabled in one direction, while a former Lothian Olympian operates the other way.

The collapse of Guide Friday, and its acquisition by Ensign was the next significant milestone in 2002. Guide Friday had been limping along since the death of its founder, and it was put on the market to anyone but Ensign. Eventually the sellers capitulated because in many places Guide Friday found itself up against fledgling CS operations, or more mature ones such as in Edinburgh, where Lothian Region Transport took up the CS brandings, as part of a long-running saga which had seen LRT set up competitive operations in Oxford and York.

Ensign sold on Friday's operations to its competitors in other cities. Peter acquired the Guide Friday depot and vehicles in the summer of 2002, and continued its operation until the end of the season, when he moved into a new depot at Fulford Industrial Estate, rented from Shepherds, the builders.

Guide Friday had acquired First York's operations during 2001, and was thus the only competitor, but when Peter went through the business he opened up a can of worms.

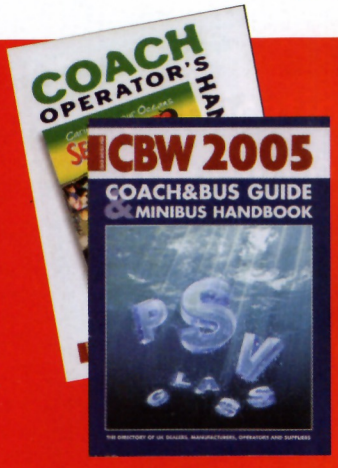
Guide Friday had only made a profit in one of its years at York, and had clearly been carried along

Today, Top Line Travel is York's second largest bus company... because First now dominates the local service market

An early link to City Sightseeing proved a good move, while Peter has linked school routes to provide the 122 service

Subscribe!

And have *CBW* delivered to your door every week from only £69 a year



BENEFITS INCLUDE:

- **FREE** Coach Destinations 2006 Handbook worth £35
- **FREE** CBW Industry Guide 2006 - a comprehensive directory for operators worth £35
- Out+About, the monthly coach tourism magazine, Free with CBW

CBW
Number One For PSV Professionals
COACH AND BUS WEEK 2 February 2006 Issue 715 £2.50
Buy and sell your vehicles online at cbwnet.co.uk
THIS WEEK
Darling's way
Transport secretary looks to 'third way' for Quality Partnerships page 4
Think tank
Tour operators reveal their visions for the future of the market – and we were there page 18
Digitachs
Are you ready for the digital revolution? CBW explains all... page 24
Where now?
The bus industry's leading lights deliver their verdict page 28
School Bus S45
68622
YK55 AVC
Hello Yellow
60 extra schoolbuses for West Yorkshire as yellow buses get Government seal of approval page 6
NEW! Minibus magazine inside
Minibus
Mellor vision

CALL 0870 830 4969

QUOTING CBWK

SUBSCRIPTIONS - NEED TO CONTACT US?

Simply visit: *www.cbwnet.co.uk* and click on Subscribe - enter CBWW in the source code box
Using the subscriber number printed on the polywrap of your magazine you can:

- Change your address
- Update your email address
- Advise us of a change of name
- Check your start or expiry issue date

...24 hours a day, every day!
Or
E-MAIL *cbw@subscription.co.uk*

TELEPHONE 0870 830 4969
TELEPHONE OVERSEAS +44 1858 438782
All phone lines are open 8am-9.30pm Monday to Friday; Saturdays 8am-4pm
POST CBW Subscriptions, Tower House, Sovereign Park. Market Harborough, LEICESTER LE16 9EF.

CBW

Subscription rates

1 Year (UK)	£69
2 Years (UK)	£120
1 Year (Eire/Europe)	£115
1 Year (Rest of the World), Airmail	£140

by the rest of the organisation. The fleet was fairly old, mostly Bristol VRs which had seen better days, and many of them were powered by Calor Gas, which meant frequent breakdowns and expensive towing, when they ran out of fuel. Fare integrity wasn't too bright either, with all sorts of offers undermining the overall fare take. Unsurprisingly quite a lot of drivers left as well.

The City Sightseeing fleet was now up to four, still Metrobuses, and a start was made at replacing the Guide Friday fleet. Nowadays a new livery preserves the memory of the live-guide commentary tour, and the tour route is slightly different from the standard York Sightseeing Tour. The red buses provide a CD commentary, which is activated by the driver, and the recording actually has 15 minutes more commentary than required, so that if the tour is delayed by traffic congestion, there are no embarrassing silences or mood music detracting from the commentary.

The depot, which is somewhat spacious for the 17-vehicle fleet, boasts good engineering facilities, although all the maintenance is contracted out to Ebor Trucks. All open-toppers can be stored under cover, and the remaining space is available for visiting coach parking at £12 per night where the park is more secure than an ordinary city coach park. The York Community Transport fleet is also kept there overnight.

Fleet development is also ongoing, and the latest repaints show a slightly smaller range of decals allowing for more vision through lower deck windows. The last two Atlanteans, one still in its original Guide Friday livery, are scheduled for replacement as the rest of the fleet now has air suspension. The open top fleet comprises five Metrobuses, three Olympians and the two Atlanteans. One Olympian is noteworthy in being one of the only two built by Optare for the erstwhile West Yorkshire PTE fleet, which is enjoying its second spell in York after being moved to Edinburgh by Guide Friday.

Peter plans to introduce two new open-toppers into York next year, but is holding back from ordering, because the future of York city centre as a Low Emission Zone is not yet clear. Politicians are proposing to introduce an LEZ, and if that goes through without any concessions for the tour buses, Peter will have to scour the market for Euro III-engined deckers to replace the entire fleet.

The school buses have been retrofitted with an eight-camera CCTV system, and although the school children are generally well behaved, the cameras, two of which are positioned near wing mirrors are there to protect the company against insurance claims from road traffic accidents. Sue said that any misbehaviour captured on CCTV is immediately handed to the school for it to deal with, and there have been cases of bullying on the buses. She said that the very first incident captured on film was that of two boys trying to set light to an aerosol can.

Peter made it clear that he has no ambitions to enter coaching. With Ingleby Coaches just across the road, he does not need evidence that the private hire market is saturated. There are dozens of coach operators running well-polished charters to the city, and a lot of the established coach companies have got well-established links with tour wholesalers and schools groups. There is a reasonable market for open-top private hire, and Peter occasionally caters for schools groups from outside the area. One notable hire last year was the obligatory city tour and civic reception for the York City Knights rugby league club who gained promotion to National League 1.

The open top fleet comprises five Metrobuses, three Olympians and two Atlanteans

Top Line has been a limited company since 2002, with Peter and Sue as sole directors. Management is lean, but then the company only has 20 full time employees in winter and 50 in summer. Many of the drivers, led by Tom Richardson, have been driving tours for years, and Peter speaks very highly of them. The future of the company stands or falls on their shoulders, and he is very proud of their commitment, attitude and encouragement to the business.

The heady days of 25 open toppers chasing each other round the city, carrying fresh air have gone. Today, a more polished, sophisticated product is required, and Top Line Travel is well on its way.

"They tell me that four million visitors come to York every year," said Peter. "If only I could have 10% of that business." We can all dream...

They tell me that four million visitors come to York every year. If only I could have 10% of that business

Top Line Travel Fleet

Buses		seats
2	MCW Metrobus open topper	71/73
3	MCW Metrobus half-open topper	71
1	Leyland Atlantean / Park Royal open top	73
1	Leyland Atlantean / Alexander open top	76
2	Leyland Olympian / East Lancs open top	74
1	Leyland Olympian / Optare open topper	76
4	MCW Metrobus	71
1	MCW Metrobus Mark II	105
1	Leyland Olympian / Alexander	81
1	DAF SB120 / Wright	39

Events

FEBRUARY

28: Use of Bio Fuels in Transport, CBI Conference Centre, London. Address by Minister for Transport Dr Stephen Ladyman. 0207 787 1210, *www.thewaterfront.co.uk*

28: Reducing Crime on Public Transport Conference, Earls Court One, London. CBW media partner. Contact 020 7324 4330, *www.neilstewartassociates.com/li226* for registration, or fax 0207 490 8830

MARCH

1: See You In Court?: Implications of the Road Death Investigation Manual for Fleet Operators. TRL, Crowthorne House, Berks. Book on-line at *www.trl.co.uk*

1-2: British Travel Trade Fair, NEC Birmingham. *www.britishtraveltradefair.com*

7: Delivering the 2012 Olympics conference, CBI Conference Centre, London. *www.rgu.ac.uk/abs/events*

8-9: Moving On Conference, Crown Plaza Hotel, Glasgow, *www.moving-on-conference.co.uk*, tel: 0191 241 4523

9: Transport and Economic Development in Wales, Marriott Hotel, Cardiff. 0207 787 1210, *www.thewaterfront.co.uk*

14-15: Smartcards and e-Government, London Marriott Hotel, Kensington. Transport policy seminar included. *www.symposium-events.co.uk*, 0207 403 3990

14-16: International Road Transport Union 30th World Congress, Dubai World Trade Centre. *www.iru.org*

15: CPT London and Home Counties Discussion Evening, Army and Navy Club, Pall Mall. Speakers include Phil White, CPT President/NEG. CPT members only. Ling Tang on 0207 240 3131

18: South West CPT Dinner Dance, Langstone Cliff Hotel, Dawlish Warren, Devon. CPT members only. 01364 661365

23: North West Bus Summit, The Centre, Birchwood Park, Warrington. *www.nwda.co.uk*, or call Nigel Featham, 01925 634296

APRIL

4: London Transport Awards Dinner, London Hilton. 01224 263134

5: Getting Active, Getting There – making the links between transport and health. Conference. Bull Hotel, Peterborough. *conferences@landor.co.uk*, 0845 270 7965

6-7: 30th UK Transport Conference and Exhibition: 'Wasted Miles, Wasted Money'. University of Nottingham. 01223 881622 or *annchapman@CICC-conferences.org.uk*

7-9: Coach Tourism Council/ Bonded Coach Holidays Conference 2006, Llandudno, North Wales. 0870 850 2839 or email *admin@coachtourismcouncil.co.uk*

22-23: UK Coach Rally, Brighton, 01753 631170

24-26: CPT Scotland Annual Conference, Gleneagles. Gail Hume 0131 272 2150, email: *gailhume@cpt-uk.freeserve.co.uk*

25/27: CV Show, NEC, Birmingham. *www.cvshow.com*

MAY

4: Employee Motivation and Incentives, conference, CBI Conference Centre, London. *www.symposium-events.co.uk*

8-10: ALBUM Conference, Cardiff. Karen Stafford-Smith 029 2078 7700.

Be Inspired by the Diversity of Britain

Pull in to BTTF and plan your excursions for 2006 and beyond

1st & 2nd March 2006, Hall 12, NEC Birmingham

British Travel Trade Fair provides Coach Operators the chance to meet with and be inspired by the diversity of over 400 suppliers of attractions, theatres, hotels, heritage sites, gardens and destinations throughout Britain.

A trip to BTTF will give you the face-to-face opportunities you need to pick up fresh ideas and information, and talk to new and existing new contacts.

Come and see all that Britain has to offer and register for your free place now.

www.britishtraveltradefair.com/cbw or call 020 8910 7932

British Travel Trade Fair
1-2 March 2006
NEC, Birmingham

FREE Admission! | **EXHIBITOR** Offers! | **Coach Drivers Club**

visitBritain visitBritain Reed Travel Exhibitions Ireland VisitScotland

Held annually, over two days at the NEC Birmingham in March, British Travel Trade Fair is organised by Reed Travel Exhibitions, global leaders in travel trade exhibitions on behalf of VisitBritain in conjunction with VisitScotland, the Wales Tourist Board and Tourism Ireland.

British Travel Trade Fair would like to thank Redwing Coaches for their help and contribution to this years' creative theme.

Have you taken delivery of a new vehicle and want to tell the world about it? Email all the details and pictures to *andrew.peace@rouncymedia.co.uk* or write to the address on page 3

FOURWAY COACHES OF LEEDS

Rugby followers might notice the "RFC" registration and "Pride of Headingley" motif carried by the latest addition to the fleet of Fourway Coaches of Leeds, as they give two clear clues that the Plaxton Panther has been specified for the transport of the city's foremost Rugby teams - the Leeds Tykes and the Leeds Rhinos.

The new team coach is based on a Volvo B12B, and it joins a high-specification R-series Panther which has recently completed a tour of duty carrying the Great Britain Rugby League team in the Gillette Tri-Nations championship.

The flashes of colour on the side, and the colours chosen for the interior trim, reflect the blue and amber colours used by the clubs. And where the standard Fourway livery uses a white base, the newest Plaxton is silver.

The Volvo/ Plaxton combination marks a change of direction for Fourway, which started with the delivery early in 2005 of a B7R Profile, followed closely by a second in July.

Fourway general manager Paul Thorogood said: "We were impressed with the Profile B7R and settled on a Panther B12B when we decided to invest in another new vehicle for the rugby club and for our corporate hire business. It's a top quality coach. We are delighted with it."

FACT FILE

Operator: Fourway Coaches of Leeds
Chassis/ body: Volvo B12B/ Plaxton Panther
Engine: Volvo D12C
Transmission: I-Shift
Seats: 40 with tables
Spec: Air con, rear servery, floor-mounted washroom, DVD, laptop power points
Bought from: Plaxton

Wings director Bill Gritt, left, and Martin Brailey of Evobus

WINGS LUXURY TRAVEL

Wings Luxury Travel from Hayes, Middlesex have snapped up two of the first Mercedes-Benz Tourinos to enter service in the UK. The two 34 seat midicoaches are the largest vehicles in Wing's 20-strong fleet.

Wings director Bill Gritt said: "We considered very carefully the benefits of moving to a heavy-duty vehicle. On longer journeys it offers our customers a higher standard of comfort. And with changes to the legislation on lighter coaches using the outside lane of the motorway, they lose that slight advantage they had in minimising journey times."

Wings opted for the Mercedes-Benz OmniPlus aftersales support package.

FACT FILE

Operator: Wings Luxury Travel
Chassis/ body: Mercedes-Benz Tourino 9.35m
Engine: OM906LA 280bhp
Transmission: 6-speed manual
Seats: 34
Spec: Air con, DVD, tinted double glazing, Voith retarder, independent front suspension
Bought from: Evobus

FACT FILE

Operator: Stagecoach Bluebird
Chassis/ body: Volvo B7R/ Plaxton Profile
Engine: Volvo D7C
Transmission: Automatic
Seats: 53
Spec: LED destination display, front entrance wheelchair lift
Bought from: Plaxton

STAGECOACH BLUEBIRD

Stagecoach Bluebird has completely converted two interurban services to accessible vehicles, using 25 new Plaxton Profiles with a front wheelchair lift.

The coaches, based on a Volvo B7R chassis, will be used on the company's services linking Aberdeen and Buckie. The wheelchair lifts stack vertically against the dashboard when not in use - there is a dedicated wheelchair space alongside the front entrance.

The coaches are fitted with LED destination displays on the front, and on the side by the entrance. There is a route number display on the rear.

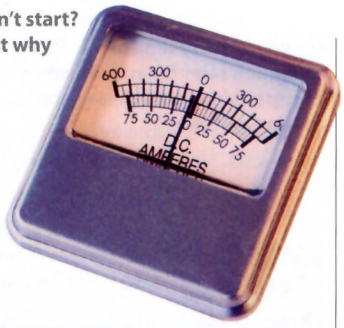
It's been a busy time for Caetano's sales team, at Heather, Leicestershire, with these vehicles all finding new homes

Operator: Excelsior Coaches
Chassis/ body: Volvo B12B/ Salvador Caetano Enigma
Engine: 420bhp
Transmission: I-Shift
Seats: 49
Spec: Rear saloon mounted toilet, radio, PA, CD system and destination equipment
Bought from: Caetano

Operator: Worth's Motor Services of Enstone
Chassis/ body: Volvo B12M/ Salvador Caetano Enigma
Engine: 340bhp
Transmission: Manual
Seats: 53 with footrests
Spec: 3 point belts, double glazed windows
Bought from: Caetano

Operator: Lakeside Coaches of Ellesmere, Shropshire
Chassis/ body: Volvo B12M/ Salvador Caetano Enigma 12m
Engine: 340bhp **Transmission:** Manual
Seats: 53 **Spec:** Double glazing, air con, radio, PA, CD, DVD, centre sunken toilet, water boiler, cooler box
Bought from: Caetano

Bus won't start? Find out why



Check your charge

New from Agriemach is a charge indicator to help peple understand why their vehicle won't start on a cold morning.

The three-in-one indicator measures the charging rate of the alternator or generator and also the starter current from the starter motor. It needs no physical connection to the wires – just hold it over the cable and read the indication on the dial. The indicator costs £17.52 including VAT.

www.agriemach.co.uk
Call 01342 713743
E-mail: *info@agriemach.com*

Light in a tape

Light Tape UK is marketing electroluminescent (EL) lighting systems – a versatile, low cost and low powered method of illumination.

Available in a range of colours and widths, there are no bulbs to break or gas to potentially escape.

Call: 0114 220 2247
E-mail: *mike.hardcastle@lighttape.co.uk*

Lightweight lighting from Light Tape UK

Power-Tec claims its Miracle Panel repair system could save body repair shops up to £30,000 per year

Miracle system cuts panel repair costs

Busy body repair shops could save up to £30,000 per year by using the Miracle Panel repair System – according to sole UK and Ireland distributor Power-Tec.

The system is said to revolutionise bodyshop procedures by delivering a fast, cost-effective method of achieving high quality repairs on steel or aluminium panels. Time saved dramatically reduces the overall repair cost, minimises the requirement for replacement components and cuts vehicle off-road time.

The system is designed for working from the outside, avoiding the need for strip and refit and also localising the repair area. Welding machines are used to join special flange tips to the repair area, shrinking the stretched panel without causing excessive heat build-up.

Miracle pulling tools are then used to ease out the damage under manual control, retaining the maximum repair quality with little or no need for body filler.

Pulling tools include: an Easy Puller for dings, dents, scrapes and gouges; a Strong Puller for semi-structural panel damage; and a Line Puller for extensive cosmetic damage and larger panels.

Systems can be tailored to suit specific bodyshop requirements and prices start at under £1,000 for standard Mini or Premier systems for steel panels together withan Alu-Max system designed for aluminium and heat-treated alloy materials.

Purchasers have a choice of welding machine, pullers, mobile or static tool cabinets and an extensive range of panel repair tools, hammers and dollies. A training manual is provided along with disks and the system is backed by a 14-day money back guarantee and a two year warranty.

Comprehensive training packages are available at the MIRC facility at Thatcham or on-site training can be arranged.

www.power-tec.co.uk
Call: 0800 1977 877
E-mail *solutions@power-tec.co.uk*

Minibus Insurance . . . Minibus Insurance . . .

○ Competitive rates for private hire minibuses ○ Low cost instalment facilities available
○ Free uninsured loss recovery ○ Break-down cover ○ Bus and coach enquiries welcome

IFM Insurance Brokers (Midlands) Ltd
Telephone: 0115 939 4464

Authorised and regulated by the Financial Services Authority

COACH+BUS BUYER

The ESSENTIAL way to sell your vehicle, product or service to the coach and bus industry

VEHICLE SALES

Full page £700
Half page £400
Quarter page £250

RECRUITMENT +TENDERS

£35 **per single column cm**

PRODUCTS +SERVICES

Only **£10** per single column cm*

*minimum 3cm
Series discounts
3 inserts **5%**
6 inserts **10%**
12 inserts **15%**

All vehicle sales and recruitment ads will appear on our website www.cbwnet.co.uk for one week...

FREE OF CHARGE

Linage Ad

Mercedes-Benz 609 1994 with turbo. 24 seater, three point belts, no boot. Contract maintained. Tested until August 2006. **£5,500** + VAT. 01234 567890. Peterborough

Only **£20** min 20 words*

* 50p per word thereafter

Mercedes-Benz 609 1994 with turbo. 24 seater, three point belts, no boot. Contract maintained. Tested until August 2006. **£5,500** + VAT. 01234 567890. Peterborough

(with tint)

Only **£25** min 20 words*

Email your copy to cbb@rouncymedia.co.uk

OR call Gary on 01733 293247
OR call Beth on 01733 293480

All prices subject to VAT

TESTIMONIALS

"We sold our minibus to the first person who rang, we had a good response overall and were pleased with the way things went."

Paul and Carol Tallents

"Thank you very much for the ad of our coach. We managed to sell it in the first week of advertising. We shall use CBW again."

Raymond, Dennis Carter LTD

Ensignbus

DOUBLE DECKER SPECIALIST

1992-94 LEYLAND OLYMPIANS
Cummins L10/ZF 5 speed automatics, 3 axles, Alexander bodies, 102 coach seats, air con, new test

1991 H REG DENNIS DOMINATOR
Gardner 6LXB/Voith 4 speed automatic (55mph), East Lancs low height body, 13ft 8in, 76 seats.

1989 F REG LEYLAND OLYMPIANS
Cummins L10/ZF, Northern Counties low height body, 13ft 8in, 75 seats, large choice

ROUTEMASTERS . . . Last chance to buy a London Classic. 72 seaters with Cummins engines, all refurbished in the 90's. Ideal buses for weddings, special events or just a toy!!

1997 P REG DAF SB3000
Automatics, straight 53 seaters, air-con, new tests, Ikarus bodies

1982-84 MCW METROBUSES
Half open tops, Gardner 6LXB/Voith, From £7,000

1983 LEYLAND TIGER
Plaxton Supreme 5, short test, good condition

1992-94 LEYLAND OLYMPIANS
Cummins L10/ZF, Alexander R type bodies, either 74 seat dual door or 78 single door, large choice

1991 K LEYLAND OLYMPIANS
Cummins L10/ZF, 78 seaters, low height, good tests

1987 E REG LEYLAND OLYMPIANS
Gardner 6LXB/Hydracyclic, Optare body, 76 seats, good tests

1999 PP IVECO EURO MIDI
Indcar Maxim, 29 seats, air-con, TV, video, extremely good condition, supplied with new test.

1989 PP DENNIS CONDORS
Gardner/Voith, Duple Metsec bodies, 2 door, 106 seaters

1994 L REG DENNIS DART,
Cummins/Allison, Plaxton Pointer, 40 seater.

1997 P REG VOLVO OLYMPIANS,
Alexander bodies, 2 doors, 68 seats, or can be single doored and upseated to 78

1989 F REG LEYLAND TIGER,
Duple 300 bus body, 55 seats

1990 DENNIS CONDORS,
Arriving now from Hong Kong. Cummins L10 engines, Voith 3 speed auto gearboxes, tinted windows, full air-con throughout, 94 seats with 2 doors or 95 with single door conversion. Refurbished to Firstgroup spec 4 years ago. Limited number available.

1989 G REG LEYLAND OLYMPIANS
Cummins L10/ZF, Northern Counties body, 2 doors, 75 seats

1988 LEYLAND TIGER
Repowered with Volvo THD engine, Plaxton 3500, 51 seats, toilet, good condition, private plate

1986/7 LEYLAND OLYMPIANS
Gardner/hydracyclic, ECW semi-low height bodies, 68 seats, long tests, some single door, 72 seaters also available, from £7000

1988 F REG LEYLAND TIGER
Plaxton Paramount 3200 2, 53 seaer, ZF manual, lovely condition.

OPEN TOP BUSES A SPECIALITY BRITAIN'S BIGGEST BUS DEALERS

Juliette Close, Purfleet Industrial Park, Purfleet, Essex, RM15 4YF

Telephone 01708 865656 Fax: 01708 864340 e-mail: sales@ensignbus.com

Visit our website for current stock at www.ensignbus.com

TO ADVERTISE ON THESE PAGES CALL 01733 293247

COACH+BUS BUYER VEHICLE SALES

CONNAUGHT P.S.V.

SUPPLY OF QUALITY NEW AND USED VEHICLES NATIONWIDE
Tel: 01302 770863
Contact: Steve Peach
Mobile: 07836 551020

NEW VEHICLES

Optare Solera 39/35/31 seats + courier, air con, double glazed, plug door, large boot + side locker
Optare Nouvelle SR 29/33 seats, forced air, reading lights, curtains, PA, large boot
Optare Soroco 16/19/22 coach built, Mercedes 413cdi, reclining seats, air con, plug door, large boot
Optare Bonito Ford Transit, coach built, 16 seats, forced air, plug door, large boot
Mercedes 413D, 16 seats with coach rear end, forced air, reading lights, high spec
Mercedes 614D Vario, 24 seater, forced air, reading lights, power door and boot

2002 02 REG OPTARE SOROCO, 16 seat, air-con, reclining seats, power door, large boot

1999 T OPTARE NOUVELLE, 33 seater, forced air, reading lights etc.

2004 54 REG MERCEDES 614D, 24 seater with power door, forced air, reading light etc
2001 Y REG OPTARE NOUVELLE, 29 seat, forced air, reading lights etc
1999 V REG MERCEDES SPRINTER, 16 seater
1997 P REG 410D SPRINTER, 16 seater
1994 M REG MERCEDES 709D, 29 seater

AUTO SERVICE (PONTYPOOL) LTD

A Family Business Established 1921

LDV **MINI BUSES & MINI COACHES** RAC VISA P-S-V Suppliers ACCESSIBLE VEHICLES

NEW

OPTARE BONITO 16 SEAT COACH, ELECTRIC PLUG DOOR, FORCED AIR, LUGGAGE BOOT £45,500
OPTARE SOROCO 16 SEAT COACH, ELECTRIC PLUG DOOR, AIR CON, LUGGAGE BOOT £58,500
FORD TRANSIT 17 SEAT 137PS WHITE UK SPEC, 3YR WARRANTY .....NOW £20,495
FORD TRANSIT 17 SEAT 137PS SILVER UK SPEC, 3YR WARRANTY .....NOW £20,795
FORD TRANSIT 17 SEAT 115PS WHITE UK SPEC, 3YR WARRANTY £19,900

USED

FORD
04 (04) Ford Transit 17 Seat Minibus 125PS 18,250 miles, COIF/PSV £17,495
04 (04) Ford Transit 17 Seat Minibus 90PS 15,000 miles, COIF/PSV £17,100
02 (02) Mercedes Sprinter 413Cdi 17 seat Executive mini coach. Olympus Coachcraft conversion. Many extras £24,995
LDV
05 (54) LDV Convoy 17 seat Minibus 90ps 4,600 mls. COIF/PSV £11,995
04 (54) LDV Convoy 17 seat Minibus 90ps 8243mls COIF/PSV £11,495
04 (04) LDV Convoy 17 seat Minibus 90ps 12,507 miles. Vinyl Floor/Omni Step. In Blue. NEW MOT £10,950
04 (04) LDV Convoy, 17 seat Minibus 90ps, 19,105 miles. COIF/PSV £10,500
03 (53) LDV Convoy, 17 seat Minibus, 75ps, 16,112 miles, in green £9,950
03 (53) LDV Convoy 17 seat Minibus 90ps 6,564mls COIF/PSV £10,250
99 (T) LDV Convoy 17 seat Minibus 2.5ltr L/R Ford engine 50,000 miles. New MOT roof rack, tachograph £4,000
98 (S) LDV Convoy H/R 17seat Minibus 2.5ltr Ford engine. COIF/PSV £3,950

WHEELCHAIR ACCESSIBLE

NEW

05 (05) Ford Transit 17 seat H/R 115ps 17 seat Luxury Coach Spec, wheelchair access. Many extras. Choice of 2 Silver or Blue £29,995

USED

53 (03) LDV Convoy, 17 seat H/R 75ps semi accessible Minibus or 12 seats + 1 wheelchair, 18,317 mls. Ratcliff lift £13,950
Y (01) Mercedes 411 Cdi, 9 fixed seats + 3 wheelchairs. PLS Lift. Ex health authority. FSH £12,950
R (98) Iveco Ford 49/10 Euromotive Conversion 17seat/5 wheelchair Accessible bus. Electric plug door. PLS Lift. 47,000 miles .....P.O.A.
N (95) Ford Transit Hi Roof 13 seat Wheelchair accessible £4,995

The above vehicles are subject to VAT.
Finance and extended RAC warranties are available.
All used vehicles come with 12 months MoT/PSV. All LDV stock direct from factory.

ROCKHILL ROAD, PONTYPOOL, SOUTH WALES, NP4 8AN

10 minutes Junction 25A of M4 Motorway.

Telephone: 01495 757111 Mobile: 07850 739446 (Haydn)
or visit our website:
www.minibus-sales.co.uk to view the above stock

DENNIS LANCE PATHFINDER SUPER LOW FLOOR (1994)

- 11 metre
- individual seating refurbished 2 years ago
- power ramps on central door
- plug-type doors
- one years MOT
- C Series Cumins Engine
- ZF gearbox

£14,900 + VAT

Contact Les Birchley on: 020 8400 6722
More pictures available upon request

VAN HOOL ASTROMEGA MAN 1992

£42,500 + VAT ono

14/16 berth double decker, l/h drive, manual box, air cond, Also land line air cond, leather horsebox lounge upstairs, 28" wide screen TV, DVD, CD systems & 2 leather Captain seats in front lounge, 10 seats downstairs, 8 seats around 2 tables, kitchen area with full height bar, fridge, toilet, fully carpeted throughout, drivers bunk, inverter battery chargers and leisure batteries, Webasto heater, 12 months MoT and tax, Euroliner wheel trims, very good condition.

Tel: 01787 312405
Mobile: 07831 173351

1991 (J) SCANIA K113 VAN HOOL ALIZEE 51/55 EXEC

Centre D/M toilet, centre cont. door, double glazing, curtains, TV/video, water boiler, Telma, cruise control, carpet. Owner/driver last four years - private hire/tours only, no schools.
Meticulously maintained & very tidy.
MoT until Feb 07.
MUST SELL DUE TO NEW ARRIVAL.

Now £26,500 + VAT ono
Tel: 01295 680642
07802 182814 (South Warwickshire)

Offered for sale from our tidy and looked after fleet due to fleet upgrade...

All vehicles in everyday service and with current MOT's

1986 (C) Leyland Olympian ECW,
Single door conversion with 72 re-trimmed seats. Gardener engine and Hydracyclic automatic gearbox. MOT November 06. £5,950.00 ono

1987 (D) Leyland Olympian ECW.
Dual door layout. Extensively re-furbished by us with 68 re-trimmed seats. Gardner engine and Hydracyclic auto gearbox. MOT April 06
One very smart and tidy bus! £6,950.00 ono

1982 (X) MCW Metrobus.
Dual door layout. 71 seats. DVX CCTV system. Gardner engine and Voith automatic gearbox. MOT November 06. £4,500.00 ono

Vehicles available to view in Surrey, SE England.
All offers considered, including part exchange against a high back seat belted bus or coach

WILTAX 01784 251 123 07956 842 216

OWING TO FLEET RENEWAL
Leading tour operator has
3 SCANIA IRIZAR CENTURY COACHES FOR SALE

first registered March 2002 owned and maintained from new. All 3 coaches are 53 seater automatic transmission, video, DVD, fridge, fullly-fitted seat belts, fitted carpet. 1 coach had a new engine fitted in November 2004.
Fully automatic climate control with two independent climate zones: one for the passengers and one for the driver.

Priced at £110,000 ovno
Contact: Nick Palan on
0771 511 0239

GOL/3101/MP

YesVAN LTD FINANCE

YES 3/MP

2002 02 reg, 17 seater, 24,000 guaranteed miles with full service history, immaculate condition. Full test

£6,950.00

Available on a £1,000.00 deposit on guaranteed finance. CCJ's or Bad credit no problem.

Contact 02476 667827 or 07973 899272

YesVAN LTD FINANCE

YES 2/MP

2001 51 Reg 9 seater Transit, 66,000 miles with full service history, 12 months test, vgc, 1plc owner from new

£7,950.00

Available on a £1,000.00 deposit on guaranteed finance. CCJ's or Bad credit no problem.

Contact 02476 667827 or 07973 899272

Finance may be arranged by our Associate Company on Buses, Coaches, Workshops & Buildings
Phone Now for a Quote
0141 576 5127

Blythswood Motors

For information please visit our website : www.blythswoodmotors.co.uk
or email : blythswoodmotors@aol.com
or call on : 0141 221 3165 / evenings 0141 639 6107 fax : 0141 221 3172
Address : Office & Showroom 1175 Argyle Street, Glasgow G3 8TQ

New Yard Directions
M8 Junction 27 Paisley/ Renfrew at roundabout go back on yourselves onto Renfrew Road, Next roundabout 1st exit Paisley Rd then 1st left into Porterfield Road - Westway Ind Estate PA4 8DJ

GIGANTIC SALES OFFER

Mercedes 33 Dual Purpose

New Dual Purpose, 33 Highback Seats, Kneeling, Manual - **Used also available**
New Beaver Plus 2 Plus 33 Highback Coach Seat, Luggage Racks & Boot **-Used also available**
New Beaver Service 29 Seats + Pen DDA Manual, 60 mph, 20 mpg

Wheelchair Selection

New DDA 32 Highback Seats, Belts, Lift, up to 10 Wheelchairs, Flat Floor
New 29 Highback Seats, One Wheelchair & Lift, DDA, Manual or Auto - Stock
Mercedes Twin Wheel 01 New Build Bargain of the Year
Mercedes 814D New 23 Seats 5 W/C's, Side Lift, Dropwell Boot, Luxury
Mercedes Vito 8 + Driver up to 3 W/chairs
Mercedes 614D 2000 16 or 24 Coach Seats, Power Door, Belts, 3 to 5 W/c's
Mercedes 413D 16 Seats up to 5 W/c's
Mercedes 411D Used
Leyland 16 Seats, Underfloor Lift, Luxury Extra Long, Power Door, in Stock Choice

Mercedes Sprinters

Bargain New 16 Seat Only
£ 26995.00
** 3 YRS WARRANTY **

New Extra Long Luxury 16 Recliners, Boot, Courier Seat, PA, Full Luxury
New Luxury 16 Seat, Boot, non extended
New Luxury 16 Seat, Luxury, Wheelchair
New Luxury 16 Seat, Luxury, Rear Step
2001 Twin Wheel 16 W/C Low Mileage
New & Used Sprinters 16 Seat from £ 14500.00

Merc Service & Dual Purpose

Choice of 10 Dual Purpose with Semi High Moquette Seats, these are not reseated we supplied new original 1997 to 1998 Telma and New Test 29 to 33 Seats
Supplied New Guaranteed Low Mileage

Volvo Service Bus

B10 ZF Auto, Rebodied 2000, East Lancs, 41+19 or 60 Seats, 11.5m
What a Combination Volvo B10 & ZF & East Lancs

New Mercedes 29-33-32 or 10 w/c's
Leyland Convoy 16 Seat extra Long with Destination
Optare Mini - Early
Optare XL 45 Seats SLF
Darts Mini to 10.7 **Darts** Mini - Early
Neoplan 2000 (M) Cummins ZF 45 + Standees Super Low Floor

Ford Transit

Available New 17 & 15 Seats 137 Engine, Electric Windows & Mirrors, Air Con Choice of 2003 15 & 17 Seat **Also 1994 / 1997** Great Choice & Bargains Also new Tourneo GLS

New Standard & Extra Long & Wheelchair Access
Power Door, Destination
Choice of Used From £ 2000.00

Weekly Special

Mercedes 33 Cheetah

Choice of 15 New & Used
Manual or Auto,
Double Glazed
PA System,
Forced Air or Air Con,
Choice of Interiors
Luxury & ***20 MPG***
Please see our Web Site
Greatest Value in Europe

Weekly Special

Mercedes Vito

Most Spec and Colours available from Stock Specialty Extra Long 9 Seats Metallic What a Spec

VW Transporter

Available from Stock - 8 Seat + Driver, Choice of Colour, Engine Size & Spec
Wheelchair Access also available

Tourneo

Metallic Silver or Bronze GLX 9 Seats Also Transit 15 & 17 Seat Air Con, Elec Windows

Dart Plaxton SLF

Mini 1998-02
Choice 10.1
Mini Dart to 10.7
New Euro 4
- Early Delivery

Neoplan

2000 Cummins ZF,
46 Upgraded Seats
choice of Others

Optare Excell SLF

1998 with 45+21 Semi High Seats, Telma Also Volvo Alexander B6

Leyland Luton Vans

½ Ton Power Radcliff Tail Lift Roller Shutters, 5 Speed, Car Licence only Required, Diesel, Limited Stock
only £ 15500.00 + VAT

Coaches

2001 B10 Enigma Exec, 51 + Toilet, Auto
Vanhool B10 Choice of 2 1995-96 Exec,
1992 & 1994 Toyota Optimo 18 - 21 Seats
1988 Leyland Tiger Plaxton 3500 53 Seat, Auto
1988 Tiger Plaxton 53 Seats £ 5500.00
Tiger Duple 57 Seats £ 4900.00
1987 B10 Plaxton 49 High Exec, New Test
1989 Scania Jonkheere 49 Seats Centre Toilet
Dennis Javelin choice of 34 to 47 Seats
1985 Setra 49/53 Seats, Merc V8 Engine £5000.00 - Price of Engine Only

Double Deck Section

1975 Leyland Atlantean Open Top, 74 Seats, Semi Auto, New Test
1986-89 Leyland Lions 84-85 Seats, ZF ex Nottingham, 50mph £ 15000.00
1988 Scania Alexander 78 Seats, Choice of ZF or Voith Auto, May Fit Belts May Fit Coach Seats with Belts
1983-88 Olympian 72-77 Seats, Auto, Low Bridge, Gardners or Cummins ZF
1981- 82 MCW 71-76 Seats, Auto
1982 Leyland Titan 76 Seats, Gardener
1985 Volvo Plaxton 4000 Coach Spec, Toilet, 58 Highback Seats, Tri-axle
1985/86 Metroliners Triple Axle 84 Seats Cummins ZF, Open Top or Fixed

Sale Sale Sale Sale Sale

Caetano 1992 - 94 18-21 Seats, Belts, Forced Air Reading Lights etc
Setra Mercedes V8 New Test, 49/53 Seats £ 5000.00
Horsebox 1995 can take up to 6 Horses, Full Luxury, Toilet, Air Con
Iveco Ford 1995 & 1998 26+6 Service Seats, Destination, Telma, Air Susp
Renault 1995 16 Seats, Underfloor Luggage Space, Belted £ 1500.00
Vito 1999 6 + Driver Auto also 2003 & 2004 from £ 9995.00

Sale Sale Sale Sale Sale

Open Tops

MCW Metrobus
71 Seats on Air Suspension, Ready to Work

1988 Olympian
73 Seats, Auto

1975 Atlantean
74 Seats, Auto

Metroliners 84 Seats Cummins ZF 1985 - 1986 Triaxle

Mercedes Sales

609D & 611D & 612D from 1994 24 Hiback Seats, Boot, Luxury - good choice
709D & 711D from 1992 25+8 Dual Purpose Service Seats and Highback Seats, Luxury
814D 1993 to 2004 25 & 29 & 33 Seats Luxury Coach
814D 1998 to 2004 Dual Purpose 27+8, 29+6 Highback Seats, some Auto Excellent Choice

Javelin Coaches

Low Mileages
8.5m to 10m
36 - 46 Seats
Good Choice
Available Early
70 Seat School Buses

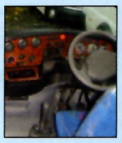
TO ADVERTISE ON THESE PAGES CALL 01733 293247

MASSIVE SALE

www.davidfishwick.com

WE NOW DO MAIL ORDER PARTS SAVE £££'S CALL ROB ON 01282 863563

IVECO

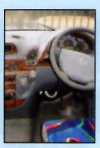


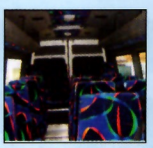
BRAND NEW IVECO TOP OF THE RANGE LUXURY MINI COACH

CD system with surround sound, LWB, twin wheel, high roof, large boot, front entry, wood dash, individual blown air with reading lights, 17 luxury soft trim seats, huge tinted panoramic windows, large quad vent, luggage racks, cd player, full C.O.I.F. + P.S.V.

£27,995

Mercedes-Benz





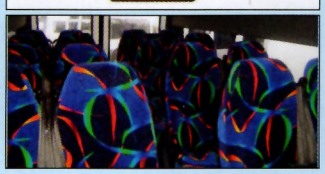
BRAND NEW MERCEDES CDI LUXURY SPEC MINICOACH

Front entry off side emergency exit, 16 H/B soft trim seats with 3 point inertia belts, roof vent, rear heater, large tinted windows, parcel shelves, interior reading lights with dim facility, full speaker sound system, walnut trim dash

REAR BOOT SPACE, BUILT & READY TO GO

£27,995

LDV



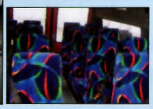
BRAND NEW MAXI EXTRA LWB MINICOACH WITH POWER DOOR

Front entry lowered step, 17 luxury high back seats with 3 point inertia belts, large panoramic tinted windows, parcel shelves, interior reading lights with dim facility, quad vent, rear heater, full sound system, latest 90psi turbo diesel Ford duratorque engine, extra leg room, massive aisle down the middle

FULL COIF AND PSV, 4 YEARS FULL WARRANTY AND READY TO GO TODAY

£24,995

LDV



BRAND NEW 2006 LDV LUXURY MINICOACH

In stunning metallic red, 17 HB luxury soft trim seats with 3 point inertia belts, quad vent, large tinted windows, parcel shelves, interior lighting with dim facility, full sound system with 8 speaker HiFi stereo sound, front & rear heaters, full COIF + PSV till Jan 2007, Concept conversion

£20,995

DRIVE AWAY TODAY!

BRAND NEW LDV CONVOY 2006 06 PLATE

In stunning metallic silver, extra long wheel base, hi roof, 17 hi back luxury soft trim seats with 3 point inertia belts, quad vent, large tinted windows, parcel shelf, interior lighting with dim dip facility, extra leg room, full sound system, front and rear heaters, Concept conversion full COIF & PSV Jan 2007.

£22,995

DRIVE AWAY TODAY!

N REG MERCEDES 814 DIESEL

Luxury mini coach, 25 seater, front entry, lowered step, parcel shelves, large tinted windows, full sound system, interior lighting, high back soft trim seats with 3 point belts, power steering, COIF and PSV, taxed

£12,995

2000 CITROEN RELAY DIESEL

17 seat Minibus, LWB, SLD, high-roof, full sound system, high back seats with three point belts, COIF and PSV, interior lighting, PAS **£5,995**

O2 PLATE LDV Convoy Turbo Diesel

17 seat factory minibuses, LWB, PAS, high roof, SLD, 17 H/B seats with 3 point inertia belts, latest 2.4 T/D Dura Torque Ford Engine + gearbox, interior lighting, full sound system, ready to go

£7,950

2005 (05) TURBO DIESEL

17 seat factory Minibus, LWB, High roof, SLD, latest spec Ford Tura Torque engine and gearbox, 3 point inertia belts, latest spec interior, interior lighting and full sound system, LOW MILEAGE

£12,995

2004 (04) PLATE 90 PSI TURBO DIESEL

17 seat factory minibus, LWB, high roof, SLD, latest spec Ford Dura Torque engine and gearbox, 3 point inertia belts, latest spec interior, interior lighting and full sound system

Low mileage

£11,995

IVECO 65 C15 TURBO DIESEL

Wheelchair accessible minicoach, manual gearbox, 24 seater, front entry, power door, Frank Guy conversion, 24 removable seats all on tracking, full welfare spec, only done low mileage from new, under body cassette tail-lift with remote rear camera, massive savings on new price

Special Offer £37,500

03 PLATE LDV CONVOY

(TURBO DIESEL)

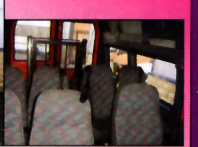
17 seat factory minibus, LWB high roof, SLD, latest spec Ford Dura torque Turbo Diesel engine and gearbox, H/B seats, 3 point inertia belts, interior lights and full sound system

£8,995

1998 LDV Convoy

Wheel chair accessible minibus, LWB, high roof, forward facing high back seats with 3 point belts, power steering, seats are removable and on tracking, internal tail lift, CD sound system, interior lighting, taxed and tested

£5995



BRAND NEW SPEC ABS AS STANDARD

MASSIVE CHOICE OF INTERIORS

2002 (2) Plate, LDV Turbo diesel, luxury minicoach, with brand new conversion, front entry, lowered step, 17 H/B luxury soft trim seats with 3 point inertia belts, quad vent, large tinted windows, ABS brakes, parcel shelves, interior lighting with dim facility, full sound system with 8 speaker Hifi stereo sound, front and rear heaters, full COIF + PSV till April 2006

£14,495 Also 03 Plate & 04 Plate Minicoaches Available

www.davidfishwick.com

DAVID FISHWICK VEHICLE SALES NORTH VALLEY, COLNE BB8 ORF TEL: 01282 615138/867772

COACH+BUS BUYER VEHICLE SALES

Excalibur Coaches Ltd

Scania Capacity – year 2003 – 53 seats - **£118,000**
Scania Century Exec' – year 2003 – 49 seats with rear toilet - **£130,000**
Scania P.B. Exec' – year 2002 – 48 seats (leather) with central toilet - **£149,000**

All vehicles come with 12 months MoT, full re-spray in one main colour of purchasers choice and 6 new tyres

To arrange a viewing contact 0207 358 1441 or visit our website at www.excaliburcoaches.com

VOLVO PLAXTON B10M PANTHER

VERY GOOD CONDITION, PRICED TO SELL

First reg 2000, owned from new, used for coach tours, full executive spec, toilet, air con etc, 49 seater and fill in floor to convert to 53 seater.

NEW MoT to be provided on sale

£89,950 + VAT
Contact: Kim/Stefan/Andy 01202 652220

Beulas Stergo EuroRider C35

BEST VALUE 2003 COACHES ON THE MARKET

Owing to fleet renewal we have for sale

10 x Beulas Euroriders first registered 1st March 2003. These vehicles have been owned from new. Choice of: 2 x 53 Seater Auto: 8 x 49 Exec 8 Speed manual currently available. All Euro 3 compliant for forthcoming London LEZ

At £112,500 per coach

Please call in the first instance Paul at 0207 733 1124

Twh Travel - Part of the Redwing Group

1996 N REG TOYOTA OPTIMO MKIII 21 SEATER

With front entry power door, 21 high back full size seats, seatbelts, reading lights, rack blowers, boot, stereo, drivers cab door.
Tested until 17th October 06

£11,000
Contact Jamie
Tel: 02380 472116

Yes VAN LTD FINANCE

YES 1/MP

12 seater 1998 S Reg, 12 months MoT. 90,000 guaranteed miles. Immaculate inside and out,

£3,950.00

Available on a £1,000.00 deposit on guaranteed finance. CCJ's or Bad credit no problem.

Contact 02476 667827 or 07973 899272

EDINBURGH COACH LINES LTD

81 Salamander Street, Leith, Edinburgh, EH6 7JZ
Telephone: 0131 554 5413/Fax: 0131 553 3721
Email: enquiries@silvercoachlines.com

1997 Setra S 250 (8 Speed Gearbox 4/4) (P) plate with 48 reclining seats, fridge, toilet, tv/video, hot water dispenser. Air con. Taxed and MOT'd. These vehicles are in immaculate condition and have been maintained to a very high standard. Choice of 3 **Price £ 57,500 each**

1997 Setra S 250 Auto. (R) plate. Only 1 left with the same specifications as the vehicles above. **Price £ 62,500 ono**

1998 Volvo B10m Cataeno Enigma (White) 51 reclining seats with air-con, radio pa system, wired for video and MOT'd till March 2007. Price reduced **£58,500 ono**

1998 Volvo B9m Plaxton. 37 seats with WC MOT'd till Apr. 06 Price **£60,000**

1999 Volvo B10m Mistral x 2. 51 reclining seats, air-con WC & pa system MoT'd till April & May. **Price £82,500 each ono**

All these used vehicles have removable vynals. All prices are + VAT & sale only.

Contact: Peter on 0131 554 5413.

AUCTIONS

Bus & Coach Auction

Wednesday 22nd February at 11.00am

Over ***150*** vehicles to include a large selection of varied vehicles on behalf of:

LeasePlan · BANK OF SCOTLAND · Lloyds TSB autolease

05/05	Ayats Platinum 20-Seat Executive Bus
03/53	Ford Transit Tourneo 125ps 9-Seat Minibus
03/03	Renault Master MM35DCi 4-Seat Welfare
02/52	Ford Transit 350 90ps 15 Seat Minibus ***x4***
02/52	LDV Convoy DT75 17 Seat High Roof Minibus
02/02	Mercedes-Benz 814D Excel Conversion 24 Seat Minicoach
01/51	Renault Master MM35DCi 3-Seat Welfare Bus
01 Y	Volvo B10M Plaxton Paragon Bodied 53 Seat Coach
00 X	Mercedes-Benz Vito 108 CDi 6-Seat Welfare Bus
00 W	Mercedes-Benz Traveliner 108 CDi 6-Seat Welfare Bus
99 V	Chevrolet 3500 Wheeled Coachworks Ambulance
98 S	Mercedes-Benz 614D Service Bus
98 S	Iveco 59.12 TurboDaily 12-Seat Welfare Bus ***x3***
98 R	Iveco Maxim Minicoach
97 R	Mercedes-Benz 312D Sprinter Ambulance
96 P	Iveco 59.12 TurboDaily 30-Seat Service Bus
96 P	Iveco 59.12 TurboDaily Cunliffe Coachbuilt Welfare Bus
90 H	Mercedes-Benz 709D Plaxton Beever 23-Seat Service Bus ***x2***

Many more vehicles expected and invited

Call **Matt Scallan** on: ***(0161) 230 6000***

BCA Auction Centre, A57 Hyde Road, Belle Vue, Manchester, M12 4RX.
Email address: mscallan@bca-group.com

Dial-a-Fax Catalogue: ***0906 602 1740***
Available no more than 3 days prior to the sale.
Calls cost 60p per minute at all times.

To view the FREE Sale Catalogue or to find LCVs/HGVs/Plant & Equipment simply visit: www.commercialauctionview.com

BCA VEHICLE REMARKETING

NOW AVAILABLE FOR BOTH DEPOSIT AND FINAL PAYMENTS. SWITCH DELTA

www.bca-europe.com

TO ADVERTISE ON THESE PAGES CALL 01733 293247

51 PLATE

LUXURY 9 SEAT MINIBUS

with luggage area, tinted glass, alloys, air con, blue, 20,000 miles, fantastic condition.

£15,995

Ring 0797 980 7909 today

WH/1402/MP

BOGOF

(Buy one get one free)

1993 Plaxton Premier, Volvo B10M Automatic

Dual purpose, 51 & 53 seats, D/G, luggage pen, boot etc, had extensive refurbishment, long tests.

£55,000 + VAT for the pair

Available from the 11/3/06

01670 520 577

JJ TRAVEL

1990 G REG

MERCEDES 609D

12 months MoT, tested, 24 seater, very good condition

£3,500 + VAT

Tel: 01925 450687

Mobile: 07702 006000

1986 VOLVO B10m Plaxton Paramount 53 seater. Comes with Full Air Conditioning, Vogel reclining seats, double glazing, curtains, seat belts, radio PA and video, 12 months MOT, private plate, Webasto. Everything works. Outstanding condition for year. Not used on school contracts. Must be seen. Any trial. £8,500.00 + VAT. Woods Coaches, Leicester. **Call Ian on 0116 2759473 or Mob 07970 794115**

1987 VOLVO B10m Plaxton Paramount 53 seater. Comes with reclining seats, double glazing, curtains, seat belts, radio PA and video, 12 months MOT, private plate, Eberspacher. Everything works. Outstanding condition for year. Not used on school contracts. Must be seen. Any trial. £8,500.00 + VAT. Woods Coaches, Leicester. **Call Ian on 0116 2759473 or Mob 07970 794115**

PRODUCTS+ SERVICES

BUILDINGS

HEAVY DUTY STEEL BUILDINGS

✧ Bus Workshops ✧ Secure Storage
✧ Supplied any width, any length
✧ Building to BS5590 ✧ Doors high enough for Double Deckers
✧ Finance available

For further information phone

BLUELINE BUILDINGS

01709 578333 anytime

10518/BUL

BATTERY POWER PACKS

Powervamp

PORTABLE BATTERY PACKS

- Packs custom built for all fleet sizes
- Quality steel construction
- Maintenance free

NOW AVAILABLE

NEW budget unit for owner/ operators

WESTON-SUPER-MARE BS24 9AY

www.powervamp.com

TEL: 01934 643000 FAX: 01934 642800

10193/BPP

GARAGE EQUIPMENT

FOR SALE

Commercial Garage Equipment

Brake Testers, Lifts, Pit Jacks, Compressors & much more

BWS (0117) 953 0381

www.bwsequip.co.uk

Email: bwsequip@aol.com

9564/GE

Commercial Vehicle Lift & Commercial Brake Testers FOR SALE

Contact **Roger on**

01384 410008

07932 069627

10650/GE

TO ADVERTISE ON THESE PAGES CALL JAMES OR BETH ON 01733 293480

DRIVERS SEATS

www.drivers-seats.com

Static Seats with height Adjustment

Full range of Static, Mechanical and Air Suspension seats available for Coaches, Service Buses, Vans and Trucks

Prices from £150 + VAT

(No carriage charges)

Suspension Seats

Thomas Scott (Seating) Ltd

Tel: 0141 763 2120
Fax: 0141 763 2144
Email: tscottco@aol.com
Web: www.marineseating.com

MasterCard VISA SWITCH DELTA

9281/DS

FINANCE

the power of independence

At Pioneer Corporate Finance our hands are free, with no ties what-so-ever to individual funding institutions. And the benefits to your business? A genuinely independent approach to sourcing your best-fit funding solutions.

At any one time we have market intelligence and all the latest product offerings – across the board. That could make a real difference to your business.

Funding solutions including:

- Asset finance (inc. Hire Purchase, Leasing and Operating lease)
- Commercial mortgages
- Cash-flow finance
- Equity release funding
- Structured finance facilities
- Business insurance services

For specialist, hands-on service and advice on any funding proposal simply call 08704 60 34 99 and we'll be there to help.

7 Solway Court, Electra Way, Crewe Business Park, Crewe, Cheshire CW1 6LD
email: **info@pioneercf.co.uk** • web: **www.pioneercf.co.uk**

pioneer corporate finance

10156/FIN

HEATING EQUIPMENT

THHS LTD

FOR ALL YOUR COACH & BUS HEATING EQUIPMENT AND GENERAL HOSE PRODUCTS INC: MOTORS, RADIATORS, FANS, ELBOWS, DUCTING AND COMPLETE HEATERS

Also

Coach Body Parts, Budget and gravelly locks, T-keys, emergency hammers, fire extinguishers, first aid kits and many more. Ring for Details

Tel: (01925) 657555
Fax: (01925) 657556

View our catalogue on our website

www.THHS.co.uk

10522/HE

GARAGE EQUIPMENT

MOBILE COLUMN LIFTS

Brand new mobile lifts for sale, 8 tonne per column

BEST PRICE IN UK

0845 644 9303

10561/GE

INSURANCE

WRIGHTSURE
insurance group

Bus Coach & Minibus Insurance
Liabilities – Property
Coach Holiday Travel Insurance

NEW VENTURES ESPECIALLY WELCOME

Tel: 0151 494 0007 Fax: 0151 494 2560
Web site: www.wrightsure.com
Email: liverpool@wrightsure.com

"The Wrightsure insurance Group is a trading style of Wrightshure Services Ltd, Wrightsure Insurance Services (North West) Ltd and Wrightsure (Hampshire) Ltd all of whom are authorised and regulated by the Financial Services Authority"

9999/INS

SUMMIT
AT LLOYD'S

Quote for a single vehicle to large fleets
Cover for foreign travel available
Cover for windscreens and glass available
Pay by instalments

Please contact your broker for further details

Amlin House, Parkway, Chelmsford, Essex CM2 0UR

Part of Amlin Insurance Services, an Appointed Representative of Amlin Underwriting Limited which is authorised and regulated by the Financial Services Authority.

Coach Insurance

10552/I/F

REGISTRATIONS

• SPEEDY REGISTRATIONS CO LTD •

Retail Motor Industry Association

'Buy with confidence – CNDA Member'
'ALL AT £89, discount on two or more'

AIG 9395	BIG 5941	GEZ 4822	JJZ 8022	OUI 9634	PKZ 3802
AIG 9396	BIG 5942	GHZ 8735	JJZ 8023	OUI 9684	PLZ 4375
AIG 9397	BIG 5943	GHZ 8736	JJZ 8024	OUI 9685	PLZ 5732
AIG 9718	BIG 6193	GHZ 8737	JJZ 8024	OUI 9686	PLZ 7912
AIG 9719	BIG 6194	HNZ 7807	JJZ 8025	OUI 9704	PLZ 8732
AIG 9720	BIG 6195	HNZ 7808	JJZ 8026	OUI 9705	RLZ 3167
BIG 4952	FEZ 5391	HNZ 7809	OKZ 6099	OUI 9706	RLZ 3168
BIG 4953	FEZ 5392	JJZ 6562	OKZ 6212	PKZ 2622	RLZ 3169
BIG 5128	GEZ 4821	JJZ 6563	OUI 9633	PKZ 3801	RLZ 3170

We Buy for Cash, also Part Exchange

Tel: (028) 6638 7124 Fax (028) 6638 7771
Millwood, Lisbellaw, Co. Fermanagh, N. Ireland BT94 5HQ

10505/REG

SAFETY EQUIPMENT

It's gripping stuff . . .!

SNOWCHAINS

Top quality snowchains for coaches and commercial vehicles from Italy's leading manufacturer

Tel: 0845 3303 446

e-mail: sales@englishchain.co.uk

Distributed by English Chain Co. Ltd

MAGGIgroup V 5119

7907/SE

INSURANCE

The right road...

to your Coach & Operators Liability Insurance

Call today for a quotation

01785 245200

or visit **www.coachline.co.uk**

Coachline Insurance Services
St. John's House, Weston Road, Stafford. ST16 3RZ

coachline INSURANCE SERVICES

Coachline Insurance Services is a trading division of Bayliss & Cooke Limited. Bayliss & Cooke Limited is an independent insurance intermediary authorised and regulated by the Financial Services Authority.

9592/ins

SEAT BELTS

BARRY HALL INSTALLATIONS

securon

- Seat Belt Supplies
- Hand Rail Padding
- Next Day Delivery
- Seat Belt Installations
- Double Deckers Seat Belted

The UK's no1 Seatbelt Installers
Call the Experts: 01522 689911
Email: info@bhiuk.com
www.bhiuk.com
Fax: 01522 689922

Maestro MasterCard VISA

10567/SBE

Your Seat Belt Installation is our Reputation

TO ADVERTISE ON THESE PAGES CALL 01733 293247

BUSINESS OPPORTUNITIES

TICKET EQUIPMENT

WAYFARER 'SAVER' TICKET MACHINES

WAYFARER '3' Machines, Depot readers, baseplates, modules, FULL SYSTEMS OR ADD ONS AVAILABLE.

ALMEX 'A90' TICKET MACHINES, DEPOT READERS, BASEPLATES & 256k ACES AVAILABLE.

WAYFARER MCV Card Readers
WAYFARER '2' Machines, Depot readers, baseplates and modules
FULL SYSTEMS OR ADD ONS AVAILABLE.
Full repair service for Wayfarer and mechanical machinery.
SETRIGHT AND ALMEX 'A' MECHANICAL MACHINES AVAILABLE.
Driver Cash Boxes, Change Dispensers, Cash Bags on Bus Cash Vaults.
Ticket Rolls – Plain or Printed + Thermal
PART EXCHANGE AND/OR OLD & REDUNDANT EQUIPMENT PURCHASED

MARK TERRILL – TICKET MACHINERY
5 De Grey Close, Lewes, East Sussex, BN7 2JR
Tel/Fax: 01273-474816. Mobile: 07770-666159
Email: mark.terrill@ukonline.co.uk

10421/TIC

Wayfarer Saver and Wayfarer 3 Ticket Machines

Anything from a simple 'stand alone' ticket machine to a complete 'stored fares' ticket system, configured and installed with full after sales back-up and help line support

CAMBIST AND PENDAMATIC CHANGE DISPENSERS AND COIN TENDER TABLES

John Groves TICKET SYSTEMS

Contact us now for further details

Tel 0208 9089 088
Fax 0208 9089 099
e-mail sales@jgts.com

Your one stop shop for fare collection

WAYFARER Pay Cell CAMBIST PENDAMATIC www.cambist.se

BUSINESSES FOR SALE

BUS & COACH HIRE - LINCS
T/O £500,000+pa & rising with excellent profits.
Estab and successful concern with excellent rep & public & private sector client base
Commercial yard with licence for 12 vehicles. superb 'bolt-on' opp for expanding operator with fleet of vehicles & all equ'p incl
LEASEHOLD. Offer Around £350,000.
REF A3609MD

COACH & BUS HIRE - WILTSHIRE
T/o £450,000 pa with high profits enjoys excellent reputation easily re-locatable ideal 'bolt-on' opportunity with fleet of vehicles included same Owner 17 yrs
LEASEHOLD INC. 12 VEHICLES £524,995
REF B1174SE

PRIVATE COACH HIRE - ASHFORD
T/o £800,000pa on 5 day week retirement sale
Substantial det'd site with extensive parking and well ft'd office/repairs workshop facilities
Well estab UK & Europe Operator with valuable rep and super bolt-on opp with all vehicles included
FREEHOLD £699,999
REF B1412SE

COACH HIRE - HERTFORDSHIRE
T/o £900,000 pa has excellent reputation circa.
Same Owner 14 yrs & retiring
1 acre site
Price (incl 22 VEHICLES)
£1.35 MILLION FREEHOLD or £1.1 MILLION LEASEHOLD
REF B1537X

Call RTA 0161 975 1540
www.rtaonline.co.uk

SPARES

AVON DIESEL

LEYLAND AEC — BEDFORD DAF

RECONDITIONED
ENGINES
HEADS
BLOCKS
CRANKSHAFTS
ZF REPAIRS
S/AUTO GEARBOXES

01454 313805

TO ADVERTISE ON THESE PAGES CALL JAMES OR BETH ON 01733 293480

TRAINING

CPC Passenger CPC
No Gimmicks, No Freebies
No Free resits
We expect you to pass first time
Quality Training in small groups
Choose the Right Way
RIDGEWAY HOUSE
Hophurst Lane, Crawley Down
West Sussex, RH10 4LJ
01342 712175
www.ridgewaytraining.co.uk

NOVADATA LTD
01376 552999
www.novadata.co.uk

PCV CPC courses
National, 20-24 Feb '06
International, 15-17 May.
Braintree (A120/A131)
CPC Exam Centre
next exam 10 March 2006

NOV/1901/TRA

TRIMMERS

AHEAD OF THE REST

www.ahead-of-the-rest.com
14 and 15
THURNSCOE BUSINESS CENTRE, PRINCESS DRIVE, THURNSCOE, NR ROTHERHAM, S/YORKS S63 0BL

New pillows, will fit with or without Velcro on seats; curtains, H covers and pillows all co-ordinated colours, seersucker, polyester, cotton drill and t.bag headcovers most colours, ties, epaulettes, badges etc. Screen printing and in house embroidery service.

Phone or fax
(01709) 894804

10244/TRI

TENDERS

GOSPORT VOLUNTARY ACTION
TENDER FOR SUPPLY OF TWO COMMUNITY TRANSPORT VEHICLES

Gosport Voluntary Action is inviting applications from suitably qualified suppliers for inclusion on a select tender list for the above supply. Gosport Voluntary Action is a company limited by guarantee and a registered charity. Details of the tender are given below and companies should submit the information requested in paragraph 4 so that an assessment of the company can be made before the invitations to tender are issued.

1. Name, address, telephone number and fax number of the Purchaser:
   Gosport Voluntary Action
   C/o 5 Osborn Road South
   Fareham, Hants, PO16 7DF
   Tel: 01329 231899 Fax:01329 311001
   Email: mfoster@farehamaction.org.uk
2. Scope of Supply:
   Supply of two wheelchair accessible 15 seater minibuses to DiPTAC Standard. Commitment to purchase these minibuses will be made during the first quarter of 2006 with delivery in the second and third quarters of 2006.
   The delivered value of these minibuses is estimated at approximately £130,000.
   It is intended to invite a minimum of 5 and a maximum of 10 suppliers to tender.
3. Where applicable, the legal form to be assumed by any grouping of suppliers winning the tender:
   Joint and Several Liability
4. Information to be provided with the application:
   Company Registration Number
   Details of the company, together with details of similar supply orders
   Copies of the last two years' company accounts
   Names and addresses of two technical referees
   Copies of Insurance Certificates confirming £10 million Employer's Liability and £10 million Public Liability insurance
   A Deed of Guarantee may be required of the successful tenderer
   Applications to participate in the tender to arrive no later than February 23, 2006.
   Invitations to tender are expected to be issued by March 2, 2006 with a return date of March 16, 2006. The tenders will be opened by authorised Officers of Gosport Voluntary Action.
5. Criteria for Award of the Purchase Order
   The most economically advantageous tender in terms of price, specification and delivery.

Gosport Voluntary Action, Registered Charity Number 1037177

ON THE MOVE...

Steve Telling, chairman and chief executive of Tellings Golden Miller, has taken over from David Luckett on the board of GoSkills - the sector skills council for the Coach and Bus industry.

Asked why he had taken up the position, he told *CBW*, "My view is that the industry needs to take training seriously, and that somebody from the coach industry needs to be involved. We need to keep on top of training for drivers to cope with all the requirements coming out of Europe."

Travel Dundee, part of National Express Group's UK Bus Division, has appointed **Helmut Himmerich** as service delivery manager in its Traffic Management team. He was previously coaching manager at Travel Greyhound.

Dr Richard Ghail - a geologist who has worked on the Venus and Mars space probes programmes - has taken up a post with JMP Consulting.

He has been appointed senior consultant and will work with the environmental team in the company's Central London office.

Dr Ghail, who has lectured on geology, planetary geology and geological fieldwork at Imperial College London for the last eight years, says, "I have long been interested in transportation issues and at JMP I will be involved with environmental matters and sustainable development."

BEN, the Motor and Allied Trades Benevolent Fund has appointed **Fiona Gorman** as head of welfare, following the departure of its deputy director of Care Services in December.

Jenny Brown, director of Care Services, says, "I am confident that Fiona's appointment is a very positive step for BEN. She has plans to develop and enhance the scope for BEN's welfare service, which will be good news for our colleagues in the industry who experience challenging and difficult situations. We wish her every success in her new role."

Fiona joined BEN in 2003 as welfare officer for the South East region. She will be responsible for BEN's welfare services and regional welfare offices, which support over 15,000 people in the community.

Russ Hargrave is the new engineering director at Metroline.

Commenting on his new job, Russ says, "I'm delighted to have been given the opportunity by Metroline to 'raise the bar' in terms of quality, performance, productivity and vehicle presentation. 2006 will be an extremely exciting and challenging time and I'm looking forward to joining Metroline's engineering team."

Metroline's chief executive officer, Jaspal Singh said: "Russell joins Metroline with a wealth of engineering, logistics and change management experience that is highly relevant to his new role as engineering director."

Born in Northumberland, Russ joined the Royal Air Force from university, working in the UK, Germany and the Middle East as an aeronautical engineer on aircraft like the Harrier and Tornado. He also gained several specialist qualifications ranging from ISO9000 quality auditing to advanced bomb disposal.

He finished his RAF career as engineering and logistics director at the RAF's largest combat airbase at Marham in Norfolk. He was responsible for over 1,400 staff, providing support to RAF operations around the world - a role that also covered the operation and maintenance of a large fleet of heavy support vehicles.

Steve Telling

Helmut Himmerich

Richard Ghail

Russ Hargrave

Brighton & Hove
widening your horizons

We're part of the Go-Ahead Group

Coaching Manager

We are looking for a motivated enthusiastic manager to lead our bus and coach charter business.

You will manage a team of eleven full time drivers as well as part time staff and a small administrative team. Eight coaches together with a new "twin-deck" arriving this Spring make up the dedicated charter fleet as well as buses available for hire from our main 280 strong fleet.

We have a large number of appreciative regular clients including prestigious companies and tour operators as well as a Days Out programme sold through our two city-centre Travel Shops.

If you have the energy, dedication and ideally some experience of working to revenue and cost targets and personnel management in the coach hire sector, we would like to hear from you by Friday 10 March.

The commencing salary would not be less than £28,000 and would depend on experience.

Please write with details of your career to date and why you would like this position to:
Paul Williams, Operations Director,
Brighton & Hove Bus and Coach Company Ltd,
43 Conway Street, HOVE BN3 3LT

Wilson signs for Maywood

Maywood Equipment Group, one of the leading suppliers of lifts, has appointed Bernard Wilson as area manager for Wales and the West Midlands.

Bernard has spent all his working life in the lift industry, formerly with one of the UK's top manufacturers and more recently with Partco, as one of its garage equipment development managers. He played football for Preston North End in the 1960s, including a cup final, before a knee injury ended his career. He then joined Brown Brothers as a trainee and moved to Bristol where he has lived ever since.

Pat Henson, who used to cover this territory, is now concentrating nationally on parking and high rise lifts, another growth area for Maywood.

Maywood is a major supplier to Unipart Automotive and The Independent Factors Association as well as many regional and local garage equipment distributors. The company has expanded quickly since becoming sole importers for the Hofmann brand of two post lifts. It now has six area managers.

Bernard Wilson

real variety

NORTHUMBERLAND COUNTY COUNCIL

At Northumberland County Council, we're fast developing a reputation for being progressive and dynamic. Our brand new Community and Environmental Services Directorate is no different, and because we're continually adding new services, it's growing quicker than we ever imagined. It's an exciting and challenging time for the Directorate, and our aim is to be the best in the industry - join us in this extremely varied and high profile role and you'll make sure that's exactly what we do.

COMMUNITY AND ENVIRONMENTAL SERVICES

Head of Transport

£43,821 - £49,452 pa (salary award pending) plus lease car, based at County Hall, Morpeth *Ref: NT169*

In a large rural county like Northumberland, securing cost effective transport solutions is a vital County Council service. This challenging new post has been created to deliver these solutions, covering the planning and procurement of passenger transport services (including home to school transport, social care, community transport and public transport) and the procurement, management and maintenance of the County Council's own fleet of vehicles.

We are looking for an innovative manager with the ability to identify and implement new methods of working and provide efficient, high quality transport services. Your knowledge and experience of transport operations will allow you to provide strategic leadership and direction to the service and help develop the commercial bus market within the County. Clear vision, excellent communication with staff and stakeholders and an ability to manage and motivate a team of up to 60 staff will be vital to your success.

Educated to degree level with a relevant professional qualification, you will have the financial skills to manage budgets of up to £12m. Plenty of resilience, the ability to work under pressure, a strong record of performance management and an ability to deliver excellent customer satisfaction are all just as important.

In return we offer an excellent range of benefits including a flexi scheme, local government pension scheme, lease car and training and development opportunities.

For informal discussion please contact John Nicholson, Executive Director, Community and Environmental Services on (01670) 533450.

For further details and an application form please visit www.sector1.net or Tel: (01670) 533405 (24 hour service) or email: ppt.operationalservices@northumberland.gov.uk quoting the reference number. Closing date: Friday, 10th March 2006. Interviews: Friday, 24th March 2006.

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

ACTION FOR EQUALITY - We welcome applications from people with disabilities who will be granted an interview if the essential job criteria are met.

www.sector1.net for more vacancies within this organisation

www.northumberland.gov.uk/jobs

Two minute interview

Full Name: Robert Easton
Age: 56
Occupation: Director, Easton Coaches

Is the PSV industry on its way up, down or static? On its way up with regards to holidays and the tourist industry, although the investment you have to make in vehicles is getting much higher.

Which recent legislation has been the most irritating or useless? The Working Time Directive, as I think that the 'Driver Hours Regulation' is more than adequate to cover the working day.

Who, in the last 50 years has been the most influential in the industry and why? The late Peter Rodgers – Marksman in the early issues of *CBW* – for raising and addressing controversial issues in an honest and open way.

Which vehicle – coach, motorcycle or car – do you love the most, and why? An 'E-type' Jaguar. I had three in my youth and still think they are one of the best looking sports cars on the road.

Who would play you in the film version of the story of your life? George Clooney – who else!

Who would you have as your co-star? Raquel Welch – in her younger days.

SPECIAL OFFERS ON USED VEHICLES BUT HURRY, THESE PRICES WONT LAST FOREVER!

2000 IVECO EURORIDER BEULAS STERGO E

ZF 8 speed gearbox,47/51 seats, recliners, double glazing, air conditioning, Webasto, Retarder, toilet, rear continental door, drinks, courier fridge, drinks, power door

£90,000

1999 IVECO EURORIDER BEULAS STERGO E

AVS gearbox, 48 seats, double glazing, A/C, Webasto, Retarder, centre toilet, centre continental door, servery, TV/video, power door

£80,000

1999 IVECO EURORIDER BEULAS STERGO E

8 speed gearbox, 51 seats, A/C, curtains, double glazing, centre continental door, Telma, auxiliary heater, power door, toilet, radio/pa/cassette, TV/video, drinks, fridge

£85,000

2001 IVECO EURORIDER BEULAS STERGO E

8 speed manual gearbox, 51 reclining seats, 3 point seat belts, footrests, aisle carpets, curtains, double glazing, air-conditioning, webasto, courier fridge, radio/pa/cassette, TV/Video (twin)

£105,000

2001 MAN NOGE CATALAN STAR

8 speed gearbox, 51 seats, AC, curtains, double ghlazing, Telma, auxiliary heater, power door, toilet, TV/video, drinks, fridge

£119,500

1997 IVECO EURORIDER BEULAS STERGO E

8 speed gearbox, 50 seats, double glazing, A/C, retarder, centre toilet, continental door, servery, water boiler, drinks machine, radio/pa/cassette

£54,500

2002 IVECO EURORIDER BEULAS STERGO

8 speed gearbox, 53 reclining seats, 3 point seatbelts, carpets, double glazing, air-conditioning, webasto

£115,000

1999 DENNIS JAVELIN GX NEOPLAN TRANSLINER

49 Seats, ZF 6 Speed gear box, A/C, double glazed, centre continental door, drivers bunk, toilet, T.V./Video, drinks machine, Fridge

£69,500

1993 MAN TORNADO SETRA 215HD

8 speed ZF gearbox, 49 seats, air conditioning, centre continental door, telma, power door, toilet, radio/pa/cassette, TV/video, drinks, fridge,

£27,500

UK COACH & BUS Tel: Sales: 01709 705570, Fax: 01709 705569, Service: 01709 705510
Parts: 01709 705520 UK COACH & BUS